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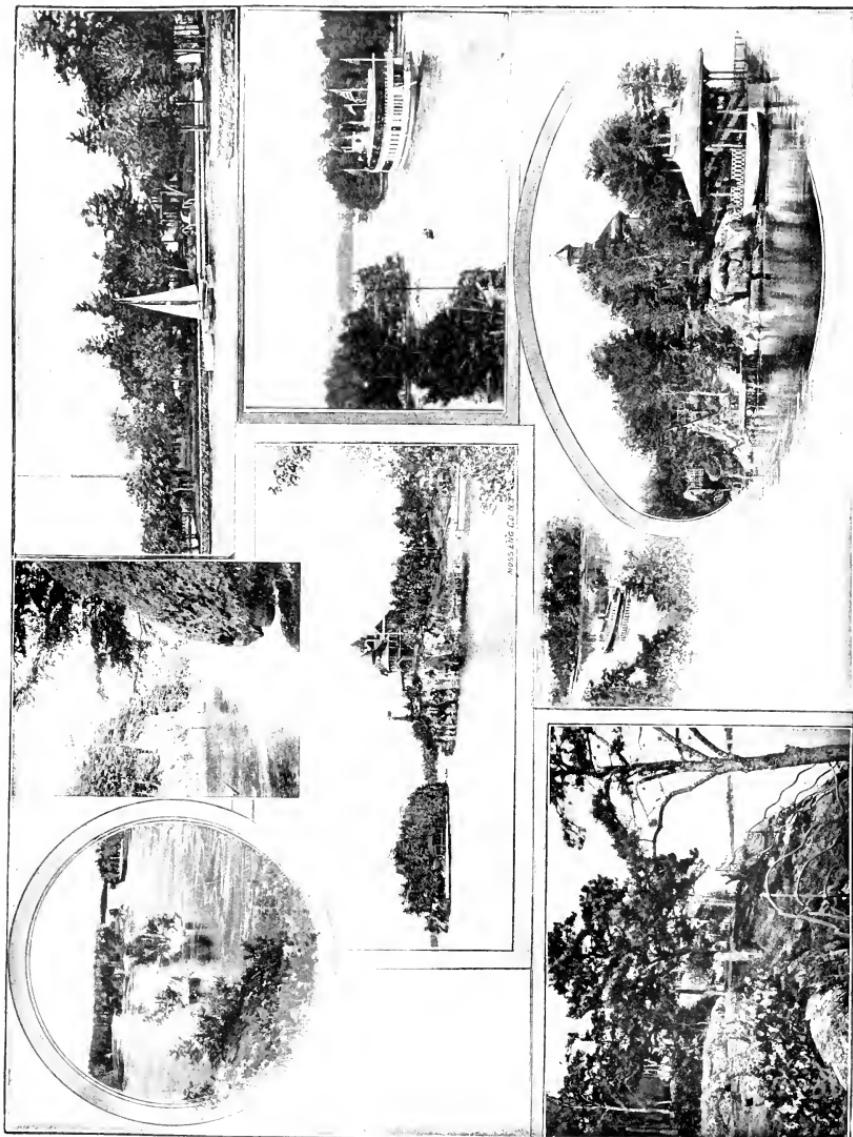
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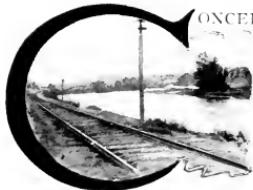
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INTRODUCTORY.



ONCERNING the prevalent and well-established custom of "summer vacations," little need be said. The practice has "come to stay," and year by year an increasing tide of summer tourists, flitting hither and thither, attests the permanency of the institution.

The purpose of this work is not, therefore, to urge the importance and remedial value of summer travel, but to set forth the attractions to be found on the line of, or to be reached by, what has come to be recognized as the **GREAT TOURIST ROUTE OF AMERICA**. In the furtherance of this object we do not rely on glowing descriptions, which are too often dependent on the mood of the writer, and therefore only to

be seen through his vision, but have quite extensively invoked the aid of the artist's camera, our illustrations being exact reproductions from photographs, "uncolored and unadorned." This enables the reader to obtain a few glimpses of the scenery which lies scattered all along the journey over what we confidently declare to be the most picturesque and attractive tourist route of America; embracing, as it does, the most popular summer resorts on the continent, and covering the widest range of rural, urban, river, lake, sea-coast and mountain scenery to be compassed by a journey of similar extent anywhere in the world.

Should the readers of these pages be asked to name the most popular pleasure resorts of America, the first, on which there would doubtless be entire unanimity, would be the great Cataract which attracts visitors, not only from all parts of America, but from over the Atlantic, to gaze on the majestic waterfall, the sight of which has inspired the pen of many a poet, and the pencil of multitudes of artists, but to which neither pen nor pencil can do more than faint justice, inspiring though the sight of its mighty waters may be. Following Niagara, with greater or less accord in giving them precedence, would come the White Mountains, the Thousand Islands, and the Rapids of the St. Lawrence, Saratoga, Lake George, the Adirondacks, Portland, the sea-side resorts of the Maine coast, or the beautiful lakes and islands of the Muskoka and Parry Sound districts, which during the past few years have gained a continental reputation. For cities of special interest to summer tourists, those of Canada are deservedly prominent. Toronto, the bustling city by the lake; Ottawa, the Dominion capital; Montreal, its commercial metropolis; quaint old Quebec, with its mediæval air, its fortified walls and foreign surroundings; these all come to mind, in connection with this subject, as delightful places to visit in a summer tour, either from the salubrity of their climate, the charm of their situation and surroundings, or the associations connected with their history.

In considering this long list of summer resorts, if the reader's attention has not already been called to the subject, he may be surprised to learn that nearly all of them are located on, or reached by, **THE GRAND TRUNK RAILWAY**, with its numerous divisions and immediate connections. This great highway of travel, reaching from the Atlantic coast to the great lakes, crossing and re-crossing the Canadian border, and serving alike the commercial and business interests of the United States and British America, has justly acquired the title of "**The Great International Route**." To this appellation it is fast adding, and with equal propriety, that of "**THE GREAT TOURIST ROUTE OF AMERICA**."

The descriptions in the following pages are necessarily brief, and many localities have received only a passing notice, owing to the limited space. Full particulars as to Routes, Rates of Fare, etc., may be obtained on application to any agent of the Grand Trunk Railway Company, who will furnish all needed information for intending summer tourists.

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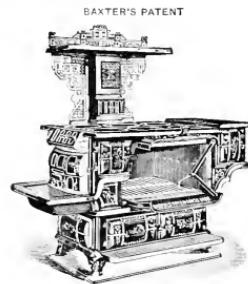
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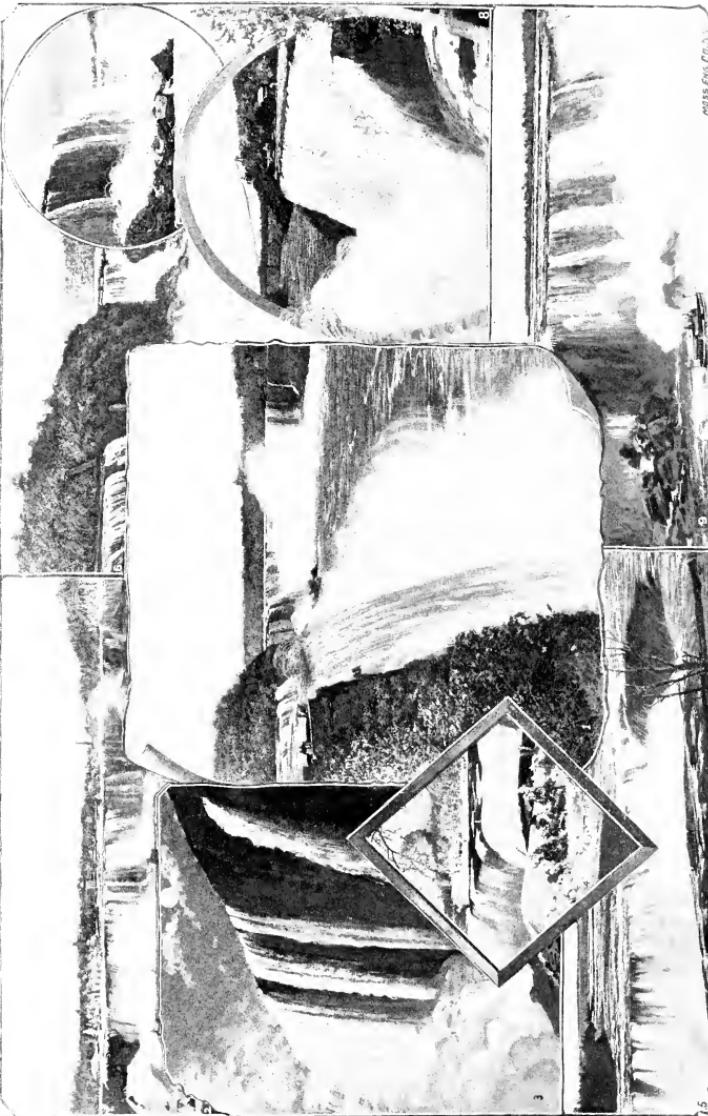


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NIAGARA FALLS, GREAT WESTERN DIVISION GRAND TRUNK RAILWAY



1. A view from Prospect Point. 2. A view of the Falls from below. 3. Horseshoe Falls from a high point. 4. A view from the Canadian side of the river. 5. Another view from Prospect Point. 6. A view from the Canadian side of the river. 7. Another view from Prospect Point. 8. A view from the Canadian side of the river. 9. A view from the Canadian side of the river. 10. A view from the Canadian side of the river. 11. A view from the Canadian side of the river. 12. A view from the Canadian side of the river.

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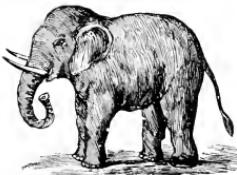
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NIAGARA FALLS.



VER a precipice one hundred and sixty-four feet in height the waters of Lake Erie come tumbling in one grand plunge on their way to Lake Ontario. A grander spectacle is not to be seen on the American continent, if in all the world. Waterfalls there are of greater height, but the immense volume of all the upper lakes, with the sheer descent in one unbroken plunge, give a sublimity to Niagara that height alone cannot impart. The rapids above the Falls, the deep gorge below through which the river flows, and the many points of observation from which the scenery may be viewed, all conspire to render this resort the most celebrated on the continent.

To describe Niagara is impossible. The finest writers in the English language are compelled to acknowledge the feebleness of words in attempting to convey to their readers an impression of the grand spectacle. One of the most graceful of modern English writers, Charles Dickens, describes his feelings on first beholding Niagara, in his "American Notes," and probably no description has been more widely read or more frequently quoted. He says: "At length we alighted; and then for the first time, I heard the mighty rush of water, and felt the ground tremble underneath my feet. The bank is very steep, and was slippery with rain and half melted ice. I hardly know how I got down, but I was soon at the bottom, and climbing, with two English officers who were crossing and had joined me, over some broken rocks, deafened by the noise, half blinded by the spray, and wet to the skin. We were at the foot of the American Fall. I could see an immense torrent of water tearing headlong down from some great height, but had no idea of shape, or situation, or anything but vague immensity. When we were seated in the little ferry boat, and were crossing the swollen river immediately before the cataracts, I began to feel what it was; but I was in a manner stunned, and unable to comprehend the vastness of the scene. It was not until I came on Table Rock, and looked great Heaven, on what a fall of bright green water! that it came upon me in its full might and majesty. Then, when I felt how near to my Creator I was standing, the first effect, and the enduring one instant and lasting—of the tremendous spectacle, was Peace. Peace of mind, tranquillity, calm recollections of the dead, great thoughts of eternal rest and happiness; nothing of gloom or terror. Niagara was at once stamped upon my heart, an image of beauty; to remain there changeless and indebted, until its pulses cease to beat forever. Oh, how the strife and trouble of daily life receded from my view, and lessened in the distance, during the ten memorable days we passed on that enchanted ground! What voices spoke from out the thundering water; what faces, faded from the earth, looked out upon me from its gleaming depths; what Heavenly promise glistened in those angels' tears, the drops of many hues, that showered around, and twined themselves about the gorgeous arches which the changing rain-bows made! . . . To wander to and fro all day, and see the cataracts from all points of view, to stand upon the edge of



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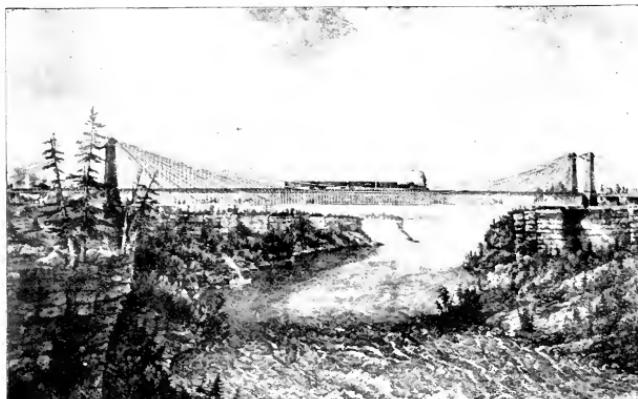
ARTISTS' MATERIALS.

the great Horse-shoe Fall, marking the hurried water gathering strength as it approached the verge, yet seeming, too, to pause before it shot into the gulf below; to gaze from the river's level up at the torrent as it came streaming down; to climb the neighboring heights and watch it through the trees; and see the wreathing water in the rapids hurrying on to take its fearful plunge; to linger in the shadow of the solemn rocks three miles below; watching the river as, stirred by no visible cause, it heaved and eddied and awoke the echoes, being troubled yet, far down beneath the surface, by its giant leap; to have Niagara before me, lighted by the sun and by the moon, red in the day's decline, and gray as evening slowly fell upon it; to look upon it every day, and wake up in the night and hear its ceaseless voice; this was enough. I think in every quiet season now, still do these waters roll and leap and roar and tumble, all day long; still are the rainbows spanning them, a hundred feet below. Still when the sun is on them, do they shine and glow like molten gold. Still, when the day is gloomy, do they fall like snow, or seem to crumble away like the front of a great chalk cliff, or roll down the rock like dense white smoke. But always does the mighty stream appear to die as it comes down, and always from its unfathomable grave arises that tremendous ghost of spray and mist which is never laid; which has haunted this place with the same dread solemnity since darkness brooded on the deep, and that first flood before the deluge light came rushing on creation at the word of God."

Since this description was penned, the river below the Falls has been spanned with bridges, hotels have sprung up on either shore, and facilities of approach have been multiplied, affording easy access to the surging throng of visitors from all parts of the world. The governments, of New York on the one side and Canada on the other, have won the gratitude of all by wresting from speculators the most desirable points of access, and creating free public parks, enabling the scenery to be enjoyed by visitors without the endless clamor for "bucksheesh" in the way of tolls, etc., such as formerly characterized this resort.

Niagara Falls is admitted to be the greatest natural wonder in the world. It is the first objective point for tourist travel from the West; is 317 miles Eastward from Chicago, and 182 miles from Port Huron. It is the Eastern terminus of the Great Western Division of the Grand Trunk Railway. The Niagara River below the Falls is spanned at this point by Suspension Bridge, justly ranked as one of the great bridges of the world. The height of the railway tracks above the water is 258 feet. The length of the bridge between towers, 822 feet. A very good illustration of the bridge, as well as a distant view of the Falls, is shown above.

With the aid of the artists' camera, we are enabled to present to the reader a few of the charming scenes from the different points of observation. The full page group of views on page 7, will give the reader an idea of the diversity afforded, the artistic arrangement of which we copy from the holiday number of the *Montreal Star*. The winter views of Niagara are scarcely less charming than those of summer, as the ice bridge, frozen spray, and other features peculiar to the reign of "Jack Frost," combine to render it a scene of gorgeous splendor, especially in the dazzling sunlight.



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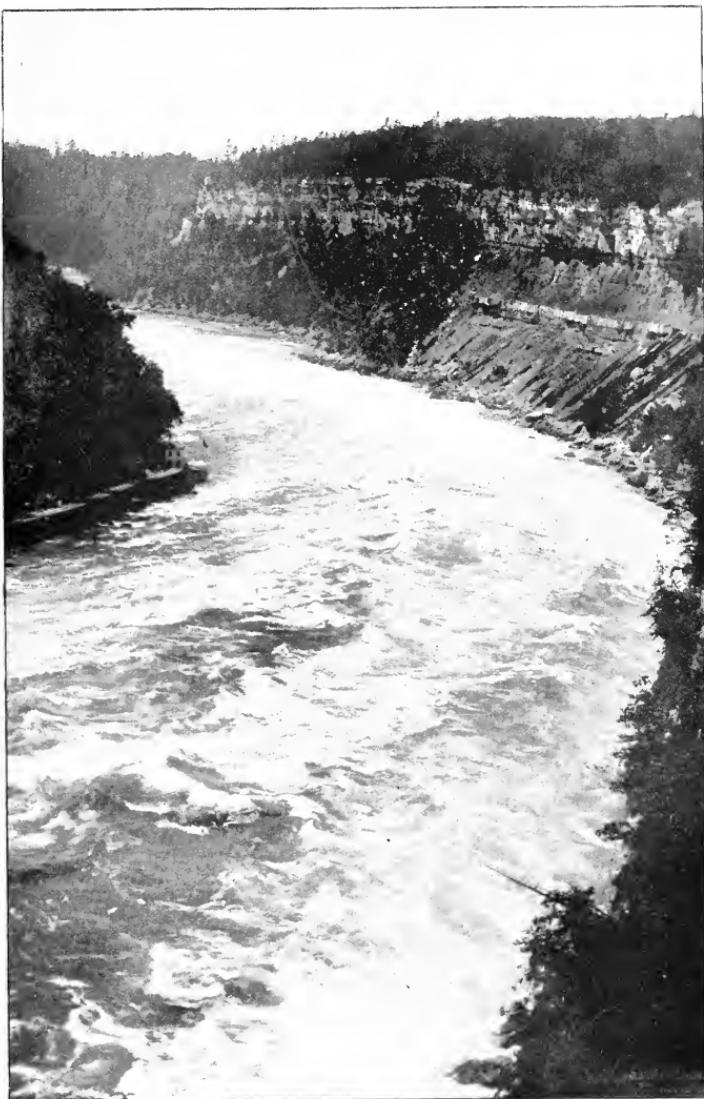
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THE RIVER ST. LAWRENCE.



NOT so wide as the Amazon, nor so long as the Mississippi, not so famous for historic tradition as the Hudson, nor for ruined castles as the Rhine, yet the St. Lawrence is more attractive to the tourist than either, and suffers by comparison with neither nor all of them. As the channel through which all the waters of the great lakes find their way to the ocean, it could not be otherwise than majestic, and being navigable its entire length, it presents unusual attractions and delightful contrasts to the voyager who takes a daylight trip among its charming scenery.



AMONG THE THOUSAND ISLANDS—VIEW FROM SMOKE ISLAND LOOKING EAST.

Leaving Niagara Falls in the early evening, the tourist arrives at Kingston Wharf in the morning, where the boats of the Richelieu & Ontario Navigation Company are in waiting to receive such of the passengers as may choose to continue their journey by water. On alighting from the train, the broad expanse of water, and the pleasant situation of the village of Kingston, form a most refreshing picture. Our artist has happily reproduced a charming view, as shown on the preceding page, which is but one of a succession of delights, as the very inception of the voyage brings us in the midst of the wonderful archipelago.

The vicinity of Kingston abounds in lovely scenery, and the onward journey by rail is scarcely less attractive than the trip by steamer. The railway crosses numerous streams, which empty into the

THE GREAT INTERNATIONAL PLEASURE ROUTE.

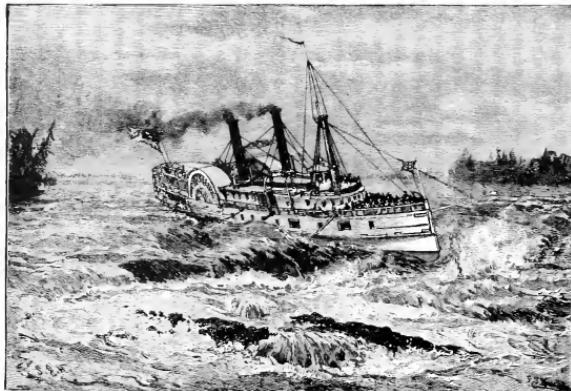
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THIS route possesses advantages over any other; parties traverse the entire length of Lake Ontario, and the River St. Lawrence, between Niagara Falls and Quebec to Chicoutimi.

THE Steamers of this Line are unequalled, and from the completeness of their arrangements present advantages to travelers which none other can afford. The large and commodious steamer "Canada," built of Bessemer steel, has been put on the Saguenay route this season, affording greatly increased comforts and ample state-room accommodation to travelers.

TICKETS and information may be obtained from all Railways, and also from

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TRAFFIC MANAGER

A. DESFORGES,
INSPECTOR

J. CHABOT,
GENERAL MANAGER

GENERAL OFFICES: MONTREAL 228 St. Paul Street

St. Lawrence, and occasionally a charming bit of scenery is presented to the view of the observant traveler, as the train dashes through some lovely glen, or skirts the shore of some quiet lake. Our artist has selected a sample view, where the railway crosses the Rideau River, on the occasion of a quiet picnic and fishing party.

The steamers of the Richelieu & Ontario Navigation Company have been much improved for the passenger service, which is largely increased between Kingston and Montreal during the season of summer travel. The trip occupies the entire day, and from its inception at Kingston wharf to the landing at the dock in Montreal, is a succession of changing delights, embracing a panorama of shifting scenery in endless variety.



ON THE RIDEAU RIVER, FOUR MILES EAST OF KINGSTON, ONTARIO.

As the lake begins to contract to a river, it would seem as though the land disputed its onward progress, and in the struggle for supremacy the restless current has broken the firm earth into a thousand fragments, some larger, some smaller, which vainly endeavor to entangle the waters in their downward course to the sea. A more picturesque river archipelago probably nowhere exists, and while much has been written in its praise, the attractions of the locality have never been overdrawn. The islands number more nearly two thousand than one, and are of every conceivable size, shape and appearance, from the merest dot on the water to an extensive tract of many acres. "At times the steamer passes so close to these islands that a pebble might be cast on their shore; while looking ahead, it appears as though further progress were effectually barred. Approaching the threatening shores, a channel suddenly appears, and you are whirled into a magnificent amphitheatre of lake that

Stop that Cough!

GRAY'S SYRUP

OF

RED SPRUCE GUM

WILL DO IT!

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THE CANADA SUGAR REFINING COMPANY,
(LIMITED.)

MONTREAL,

Offer for Sale all Grades of Refined Sugars and Syrups of the
Well-known Brand

The logo consists of the word "Redpath" written in a flowing, cursive script font. The letters are thick and elegant, with the "R" and "D" being particularly prominent. The "p" has a small tail extending downwards. The entire word is enclosed within a decorative oval border.

CERTIFICATES OF STRENGTH AND PURITY.

OFFICE OF THE PUBLIC ANALYST.

MONTREAL, September 9th, 1887.

To The Canada Sugar Refining Company, Montreal—

Gentlemen.—I have personally taken samples from a large stock of your Granulated Sugar, "REDPATH" brand, and carefully tested them by the Polariscopic, and I find these samples to be as near to absolute purity as can be obtained by any process of Sugar Refining. The test by the Polariscopic showed in yesterday's yield 99.90 per cent of Pure Cane Sugar, which may be considered commercially pure.

JOHN BAKER EDWARDS, Ph.D., D.C.L., F.C.S.,
Public Analyst for the City of Montreal, and Prof. of Chemistry.

CHEMICAL LABORATORY.

MEDICAL FACULTY, MCGILL UNIVERSITY

MONTREAL, September 9th, 1887.

To The Canada Sugar Refining Company,—

Gentlemen.—I have taken and tested a sample of your "EXTRA GRANULATED" Sugar, and find that it yielded 99.88 per cent of Pure Sugar. It is practically as pure and good a Sugar as can be manufactured.

Yours truly,
G. I. GIRDWOOD.

is, to all appearance, bounded by an immense green bank. At your approach the mass is moved as if by magic, and a hundred little isles appear in its place."

As the journey progresses, the vision is greeted, not by castles in ruins, as in a tour of the Rhine, but by the view of castellated towers in modern architecture, in a most comfortable state of repair, being the summer homes of some of America's celebrities. These may be less picturesque than crumbling ruins, but are exceedingly suggestive of ease and luxury, for which this locality is celebrated. Nor is this comfort confined to the castles, as evidenced by the less pretentious summer villas, and the tiny cottages which nestle here and there along the shores, while an occasional tent gives indication that camp life here presents its attractions to those who are disposed to "rough it" for the sake of a temporary sojourn in this health-giving climate.

The artistic grouping of views which makes up our frontispiece is composed entirely of photographs taken among the Thousand Islands. It will readily be seen that, aside from its popularity as a watering place, this resort has more than ordinary attractions for the artist, who here finds abundant material in nature for summer sketching to adorn many a canvas in his winter work.

The first landing made after leaving Kingston is on the New York shore, at Clayton, a flourishing town of some commercial importance, and quite a popular summer resort. Passing several large islands, on one of which is the celebrated Thousand Island Park, Alexandria Bay is reached, also on the New York shore. This is one of the most widely known of summer resorts, and has been aptly termed the "Saratoga of the St. Lawrence." Its hotels and villas are elegant and commodious, and here and in the immediate vicinity may be found some of the finest summer residences on the river. The islands adjacent are dotted with cottages, perched upon rocky bluffs, or nestling in some beautiful cove, springing into view as if by magic as the boat rounds a curve, or assuming shape and proportions as a nearer approach separates them from the rock of which they seem a part. Some of the islands "are bristling with firs and pines, others lie open and level like a field awaiting the husbandman's care. Some are but an arid rock, as wild and picturesque as those seen among the Faroe Islands; others have a group of trees or a solitary pine, and others bear a crown of flowers or a little hillock of verdure like a dome of malachite, among which the river slowly glides, embracing with equal fondness the great and the small, now receding afar and now retracing its course, like the good patriarch visiting his domains, or like the god Proteus counting his snowy flocks. In the old Indian days this beautiful extent of the river was called Manatoana, or Garden of the Great Spirit, and well might the islands, when covered with thick forests, the deer swimming from wooded isle to wooded isle, and each little lily-padded bay nestling in among the hills and bluffs of the island, and teeming with water fowl, seem to the Indian in his half poetic mood like some beautiful region dedicated to his Supreme Deity."

The locality is also a favorite resort for sportsmen, as the hunting, fishing and boating facilities are excellent. Many fine yachts are kept by the summer residents, and with a "favoring breeze" the white-winged craft will often be seen skimming over the broad expanses of water in trials of speed.



ON THE ST. LAWRENCE RIVER, NEAR KINGSTON, ONTARIO.

THE

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• • • MANUFACTURERS OF • • •

STEAM AND GAS FITTINGS

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All Classes of Malleable Iron Castings.

17 to 29 Mill St., - MONTRÉAL.

WARDEN KING & SON,

MANUFACTURERS OF

SPENCE'S PATENT

"Daisy" Hot Water Boiler

In Sizes to Suit Colleges, Convents, Churches, Public School Buildings, and Residences of Every Kind and Description.



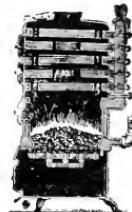
Send for Price-Lists and Testimonials to any of the Leading Steam-Fitters in Canada, or to the Manufacturers.

ALSO MANUFACTURERS OF

Soil Pipe and Fittings
and STEAM-FITTINGS.

Sole Agents in Canada for the Sale of the "New York Safety Dumb Waiter."

637 Craig St., - MONTRÉAL.

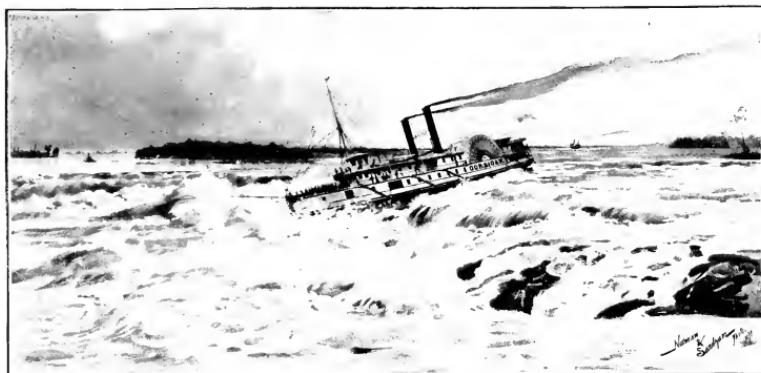


The last of the Thousand Islands are called "The Three Sisters," from their proximity and resemblance to each other. They are nearly opposite Brockville on the Canadian shore and Morristown on the New York side, the two towns being directly opposite each other. The former was named after General Brock, and has received the title of the "Queen City of the St. Lawrence." Its glittering towers and church spires give it an appearance of splendor, which the tourist will observe as a peculiarity of the Canadian cities to be seen in his trip, the metal with which they are covered retaining its brightness in a remarkable degree, owing to the purity and dryness of the atmosphere.

Ogdensburg and Prescott, also on opposite shores, are passed in our trip, then Massena Landing, and we begin the approach to the famous

RAPIDS OF THE ST. LAWRENCE.

While the current has, in many stages of our journey thus far, been swift, the smoothness of the water has given no suggestion of the speed which is imparted to the steamer. The first rapids, the Gallopes, and the du Plat, are comparatively unimportant, and the enthusiasm and excitement of



STEAMER OF RICHELIEU & ONTARIO NAVIGATION CO., RUNNING THE LACHINE RAPIDS.

the passengers are not fully aroused until the arrival at the Long Sault. These are nine miles in length, divided in their center by several islands, forming two channels, both of which are navigable. The scenery in the passage of these rapids is grand and beautiful. The surging waters, in their onward rush, are here and there thrown into wild commotion like the ocean in a storm, while occasionally a line of breakers reminds one of a dangerous reef at sea. The steady, onward motion of the boat, guided by the keen eye and unfaltering arm of the trusty pilot, gives exhilaration and zest to the trip, and awakens the keenest interest of the passengers. Occasionally a raft will be passed, with a crew of adventurous lumbermen struggling with the current, or singing merrily as they glide along, apparently regardless of the hardships of their voyage. Scattering logs, held by a projecting rock, or lodged along the shores, attest the fate of some raft which has preceded them, but still the precarious ventures are made, and with less fatality than would be imagined, as we see their frail craft whirled hither and thither by the seething river. The upward journey around these rapids is by means of the Cornwall canal, $11\frac{1}{2}$ miles in length. At the lower end of the Long Sault Rapids, the currents from the two channels unite, meeting with no little violence, forming what is called "the big pitch."

Below the Long Sault, the river expands into a lake, five and a half miles wide and twenty-five miles long, known as Lake St. Francis. The ride over its placid surface, past its many little islands, forms a notable contrast with the previous descent of the rapids, and serves to prepare for the next

H. A. NELSON & SONS,

IMPORTERS AND WHOLESALE DEALERS IN

EUROPEAN AND AMERICAN



FANCY GOODS,



DOLLS, TOYS, AND GAMES,

AND MANUFACTURERS OF

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MAIL ORDERS PROMPTLY EXECUTED.

DUMARESQ & CO.



Glenora Buildings, No. 1886 Notre Dame,

MONTREAL.

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WHOLESALE AND RETAIL

COAL

MERCHANT.

AGENT FOR THE

DELAWARE & HUDSON CANAL COMPANY'S

Lackawanna Coal.

222 St. James St.,

MONTREAL.

tumultuous rush through the eleven miles of Coteau, Cedars and Cascades, three sections, thus named, of almost continuous descent. The Cedars are also called Split Rock, from a prominent feature in the channel. The Cascades are thus named from their resemblance to a series of short, leaping falls. Passing the Cascades, the river again expands, forming Lake St. Louis, which receives the waters of the Ottawa River, and is twelve miles long by six miles wide. We here get a glimpse of Mount Royal, twenty-seven miles distant, and the ride through the lake is another stretch of tranquil sailing, a fitting preparation for the tumultuous passage of the Lachine Rapids. On the way we pass Nuns' Island, a high mound of peculiar shape, near the mouth of Chateaugay River, belonging to the Grey Nuns, in Montreal.

As the banks of the lake again approach each other, the quickening current indicates the proximity of the famous Lachine Rapids. Eager expectation dispels any indifference begotten of the quietness of the previous hour, and the passengers seek available positions for observation. Just ahead, the waters of the river are lashed into foam, and here and there the spray is thrown high in air, as the current dashes against a rock, and eddies and circles in miniature whirlpools, or leaps over the obstruction as if in angry defiance of the attempt to check its mad career. The boat settles



SHOOTING THE LACHINE RAPIDS IN A ROWBOAT.

as she glides over the rapids, only to settle again at the next descent, instead of rising on the crest of the wave, being in this respect unlike the motion of a vessel at sea. The sensation is a novel one, and when experienced for the first time, the passenger is likely to hold his breath involuntarily until accustomed to the motion. Steam is shut off, and the boat is propelled solely by the force of the current. The devious windings of the channel compel the closest attention of the men at the wheel; and as an additional safeguard, the tiller at the stern is manned by an adequate force, and for the supreme moment all attention is given to the course of the steamer. The more timid among the passengers glance alternately at the foaming waters and at the swarthy giants at the wheel, realizing, if never before, the all-important meaning of the term, "trusty pilot."

The intrepid nerve and skill required to navigate a rowboat through this tortuous channel is well exhibited in our illustration. This feat was successfully accomplished by Col. Bond, of Montreal, in company with a friend, under the guidance of the intrepid Indian chief, "Big John," with two of his trusty men at the oars.

After passing the Lachine Rapids the river widens again, and a turn in the channel reveals ahead of us the famous Victoria Bridge, and we are soon at our wharf in Montreal, at the close of a day that has been filled with a succession of delights, unapproachable in a day's experience elsewhere on the American Continent.

WINDSOR HOTEL



UNRIVALLED
IN CANADA



..... MONTREAL

The Windsor Hotel is unsurpassed as a SUMMER RESORT FOR TOURISTS, facing on The Finest and Most Central Square in the City. It stands unrivaled in Canada. The cool, airy Situation, Spacious Rooms, Palatial Corridors, Parlors and Dining Room, hold a world wide reputation, and place it among the Palace Hotels of the American Continent.

PLEASURE TRAVEL TO MONTREAL

in winter, dates from the opening of the Windsor Hotel. The famous Winter Sports have excited world-wide attention to the advantages of Montreal as a Winter Resort; its weather is clear and bracing, and affords opportunity for a round of healthful sports unequaled in the world. The tide of travel during the winter has increased year by year, and finds the Windsor the center of attraction. It is in the immediate vicinity of all the principal Rinks, Toboggan Slides and Club Houses, and is within one minute's walk of the Grand Trunk and Canadian Pacific depots.

A UNION TICKET AND TELEGRAPH OFFICE

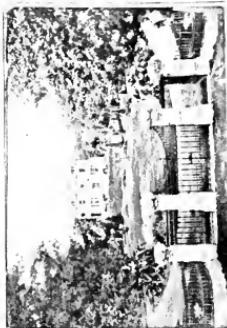
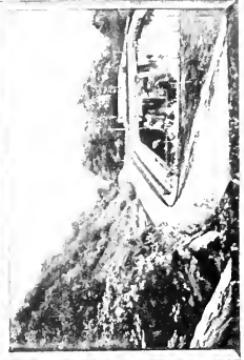
is situated in the rotunda of the Windsor, for the convenience of the guests, where tickets, etc., over all lines may be purchased at lowest excursion and depot prices.

GEORGE W. SWETT, Manager.



THE CITY OF MONTREAL FROM MOUNT RAYMOND

McGraw-Hill Book Company



WILLIAM HASKINS & SON,

ESTATE FIFTH

BOSTON, MASS., U. S. A.

MANUFACTURERS OF

Southern Pitch-Pine Lumber

FOR EXPORT, CAR, BRIDGE, AND SHIP BUILDING;

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Made from Selected IMPORTED LEATHER.

— EVERY BELT GUARANTEED. —

— M. C. —

General Mill Supplies.

20 FRONT ST., EAST,

TORONTO.

MONTREAL.

MONTREAL AND VICINITY



CASUAL observer will readily see that Montreal, as the commercial metropolis of the Dominion of Canada, takes rank as the chief city of British North America. While this fact contributes largely to its interest and attractiveness to the tourist, its beautiful location, its charming surroundings, and the delightful contrasts of ancient and modern art and architecture presented to the observer, all conspire to render a visit to the place an event of rare interest.

The approach by the river presents a picture surpassingly beautiful. The solid stone piers and massive warehouses in the foreground, the bright-roofed buildings and glistening church spires in the middle distance, with the noble Mount Royal in the background, delight the artistic sense, and inspire emotions of the keenest pleasure. Viewed from the mountain itself, the picture, while totally different, is none the less attractive. The field of view is greatly extended, and the eye takes in a grand panorama of river and mountain scenery, with the city below in near perspective. Almost at your feet, and excavated from the solid rock in the side of the mountain, is the storage reservoir of the city water works. Farther down, and sloping away from the foot of the mountain, the streets of the city intersect each other, adorned with public and private buildings, and beautifully shaded with trees and foliage. As far as the vision extends to the right and left, the sparkling waters of the St. Lawrence are to be seen, a throbbing artery of inland commerce, dotted with shipping, while the distant background is made up of mountain ranges, some of which are in Canada, while dimly outlined on the horizon are the peaks of the Green Mountains of Vermont.



MONTREAL HARBOR.

MIDDLETON & MEREDITH,

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MONTRÉAL.



METALS, ETC.

STEEL RAILS,
IRON BEAMS & GIRDERS,
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CHEMICALS,
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FROTHINGHAM & WORKMAN,

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Railway and Steamship Supplies

• • • WHOLESALE DEALERS IN • • •

IRON, STEEL, TIN, AND GENERAL HARDWARE.

WAREHOUSE, WAREROOMS, AND OFFICES:

395 to 399 and 405 St. Paul Street,

MONTRÉAL.

Manufactories: Côte St. Paul, Near Montreal.

A brief sketch of the city, in this connection, will be of interest to the general reader. It is situated on an island of the same name, about thirty miles long and ten miles wide, formed by a branch of the Ottawa on the north, and the St. Lawrence on the south. It is at the head of ocean navigation, and its port may be said to form the connecting link between this branch of commerce and that of the great lakes and rivers. Its commercial importance will thus be apparent at a glance. It occupies the site of an Indian village, named Hochelaga, which was visited by Jacques Cartier, in 1535, and seven years later Europeans began to settle here. A century later the place was duly consecrated, and commanded to the "Queen of the Angels," and named *Ville-Marie*. Cartier had given to the mountain the name of Mont Royal, from which the present title of the city is derived.

To see the city at its best, the services of a "carter" should be secured. These hackmen are to be found in all quarters of the city, and as their tariff is regulated by law, the traveler can go-



NEW BONAVENTURE STATION, GRAND TRUNK RAILWAY, MONTREAL.

ern his riding by his inclination, with no contentions at the end of his journey. The drives in and about the city are charming. The roads are macadamized for miles in every direction, and as the island is remarkable for its fertility, the suburban trips are made amidst the "garden of Canada." The ride around the mountain, and to its summit by the easy grade of its carriage road, brings to view some beautiful scenery, the climax of which is the glorious prospect from the top, to which allusion has already been made.

The public buildings of the city, notably its churches, are of more than ordinary interest. Notre Dame, with its twin towers 220 feet high, one of which contains a chime of bells, the other the monster "Gros Bourdon," will well repay a visit, and the climb to the tower will be rewarded with a grand view. Other churches present rich interiors, adorned with fine paintings and statuary, while numerous hospitals, market buildings and business edifices will attract attention in the ride through the city. The water works, with its reservoir on the mountain side, and the public parks and parade

ALEXANDER BRENNER,

IMPORTER OF

SCOTCH DRAIN PIPES. Connections

ALL SIZES.

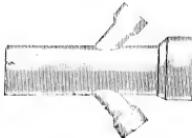
Fire Brick,

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50 BLEUERY STREET.

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BENNY, MACPHERSON & CO.

Wholesale Hardware & Metal Merchants,

IMPORTERS OF BUILDERS' HARDWARE AND JOINERS' TOOLS, HOUSE-FURNISHINGS, CUTLERY AND PLATED WARE, GUNS, RIFLES, REVOLVERS, AMMUNITION, GAME TRAPS, AND

All Kinds of Sporting Goods;

BAR, BAND, HOOP, AND SHEET IRON, SWEDES, NORWAY, AND LOW-MOOR IRON, STEEL, TIN PLATES, WIRE, GALVANIZED SHEETS, ZINC, BUILDING PAPER, CANT DOGS, MILL HOOKS, CUT NAILS, HORSE NAILS, HORSE SHOES, AND A COMPLETE STOCK OF

Shelf and Heavy Hardware;

ALSO, RAILWAY SUPPLIES OF EVERY DESCRIPTION, VIZ: SHOVELS, PICKS, CROWBARS, WHEELBARROWS, SCRAPERS, STEEL HAMMERS, HANDLES, ETC., ETC.

388, 390, 392 St. Paul Street.

Iron Yard, 25 DeBressoles Street.

MONTREAL.

grounds, are also worthy of notice. But among all the objects of interest, conspicuous both as a feature of the landscape and for the magnitude of its conception, is the famous tubular Victoria Bridge, which crosses the St. Lawrence, and connects the island by rail with the south shore. It is the property of the Grand Trunk Railway, and cost more than six millions of dollars. With its approaches, it is nearly two miles in length, and rests upon twenty-four piers of solid masonry, beside the abutments. The center span is 330 feet wide, and the center tube is 60 feet above the water. It is, altogether, a splendid triumph of engineering skill, and a credit to the company it so grandly serves. The new railway station of the same Company, shown on preceding page, is a model of convenience, and an ornament to the city.

Aside from the charming scenery in and about Montreal, several delightful side trips furnish attractions to the tourist with time at his disposal. If his approach to the city has not been made by way of the rapids, a pleasing trip will be by rail to Lachine, returning thence through the rapids, in the market steamer, which makes its daily morning trips to the city.



BELFIL MOUNTAINS.

One of the most attractive summer resorts in the vicinity of Montreal, and one which is rapidly growing in popularity, is the beautiful and elevated plateau known by the above title. It is reached by the trains of the Grand Trunk Railway to St. Hilaire, and the frequent train service on the Portland and Quebec line makes it very accessible, there being five daily trains each way between Montreal and St. Hilaire. This resort, in addition to the attractions of delightful scenery and a healthful, invigorating atmosphere, affords excellent fishing, boating and bathing, a magnificent lake in the vicinity furnishing abundant opportunity for these recreations. There is a fine hotel, delightfully located on a high table rock, commanding a charming view of the adjacent country. There are also delightful promenades, secluded groves, and what is of the highest importance at a summer resort, the purest of spring water and perfect drainage.

An interesting side trip from Montreal is that to the ancient walled city of Quebec, a locality of much historic interest, and equally pleasing from scenic point. The tour may be made by trains of the Grand Trunk Railway, or by the steamers of the Richelieu & Ontario Navigation Company. Or, if the return to Montreal is not desirable, the tourist may go to Quebec by boat, and resume the rail journey *via* Richmond Junction to the mountains and the sea. The view on the following page is taken from across the river, and is a most comprehensive one, giving a good idea of the fortifications and of the upper and lower towns.

Electric Light and Bells Throughout.

* * * *

TELEPHONE, COMMUNICATION, ETC.



THE FLORENCE

BENJ. TRUDEL,

PROPRIETOR
AND MANAGER.

THE FLORENCE

- Is the Most Pleasant, Attractive
- and Comfortable House for Tour-
- ists that can be found on this
- Continent.

Its Location is Unequalled,

- And the panoramic view to be
- had from the Balcony is not even
- surpassed by the world renowned
- Dufferin Terrace, as

It Commands a Full View

- Of the River St. Lawrence, the
- St. Charles Valley, Montmorency
- Falls, Laurentian Range of Moun-
- tains, and overlooks the largest
- part of the City.

The Rooms are Large,

- Elegantly Furnished and Well
- Ventilated, and the Table
- FIRST-CLASS.



Street Cars . .

Pass the Door

Every

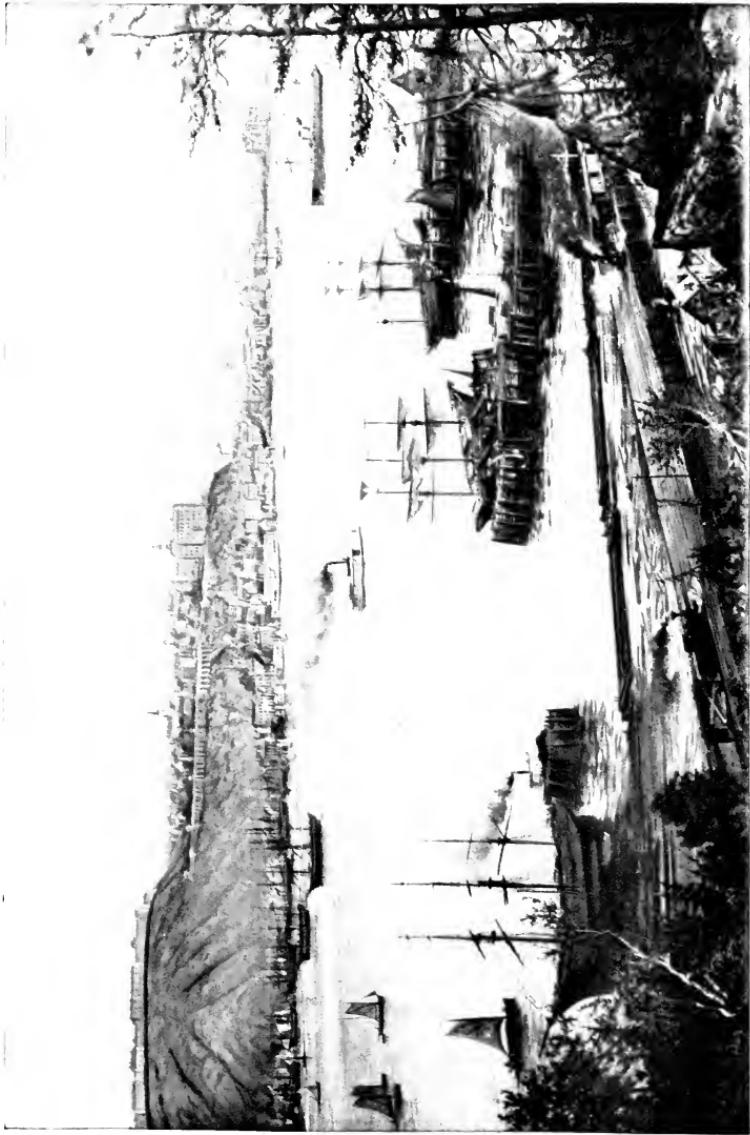
Ten Minutes . .



The Means of Escape,

In case of fire, an unimpeded - Iron Balconies at the end of every passage, with straight Iron Stairs leading to the ground. It is so Perfect and Safe that guests (Ladies and Gentlemen) are making daily use of it when wishing to go in and out to the rear streets.

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QUEBEC, CANADA.



THE CITY OF QUEBEC.

From the Magazine of Science, Literature, &c.

DONOGH & OLIVER,

WHOLESALE DEALERS IN

: LUMBER,

Lath, and Shingles.

OFFICES: BOARD OF TRADE BUILDING.

DOCK, Foot of Bathurst St. Toronto, Ont.

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JOHN B. SMITH & SONS,

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OUR SPECIALTY: *Car and Bridge Bill Stuff in Red or White Pine.*



COR. OF STRACHAN AND WELLINGTON AVENUES

TELEPHONE 1862.

TORONTO, ONT.

The route from Montreal to Quebec is *via* the Grand Trunk Railway, or *by* the Richelieu & Ontario Steamship Line *via* the St. Lawrence, as the tourist's inclination may lead. The view of the city, as approached from the river, is singularly impressive. Unlike any other city on the American continent, its situation and surroundings make it an object of striking interest. The fortifications, with their towers and battlements, frown upon you from the Plains of Abraham and from the lower town, and there surrounds the place an air of mediavalism at once novel and attractive.

It is one of the oldest cities of America, as well as one of the most interesting. It was founded in 1608, and its history is replete with events of tremendous importance. The scene of many a battle and of untold carnage, the crowning event of all was the memorable engagement which transferred half a continent from France to Britain, and immortalized the names of both commanders, the victor and the vanquished.

The city consists of two divisions, known as the upper and lower town. The upper town includes within its limits the Citadel of Cape Diamond, which covers the entire summit of the promontory, embracing an area of more than forty acres. It rises to the height of 345 feet above the river, and from its commanding position and the strength of the fortification, has been not inaptly entitled the "Gibraltar of America."

The shape of the city is triangular, the St. Lawrence and St. Charles rivers forming the two sides, with the Plains of Abraham for the base. The river fronts are defended by a continuous wall

on the very brow of the cliff, with flanking towers and bastions, loopholed for musketry and pierced for cannon. On the west side, a heavy triple wall, with trenches between, formerly guarded that approach, but much of it is now demolished.

The nationality of the inhabitants is strongly French, and a visitor from the States can easily fancy himself in a city in France, so decidedly un-American are all his surroundings. The quaint houses, the steep and tortuous streets, especially of the oldest portions of the city, and the almost universal use of the French language in the ordinary channels of trade, require no stretch of the imagination to practically transport one to the old world, and give a



THE CITADEL AND GLACIS.

glimpse, as it were, of a foreign country. This characteristic is even more marked in the suburbs of the city, being emphasized by the primitive methods of agriculture, and the women in the fields.

The view from the Citadel, owing to its elevation, is surpassingly grand and comprehensive. The majestic St. Lawrence, alive with sailing craft of every kind, stretches before the vision in both



VIEW FROM THE FORTIFICATION.

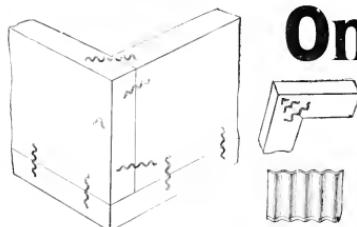


LEITCH & TURNBULL,



Agencies in HALIFAX, WINNIPEG and VICTORIA.

Corner Queen and Peter Streets, HAMILTON, ONT.



CORRUGATED STEEL FASTENER.

Patented November 24, 1888.

JOHN BATTLE.

MANUFACTURER OF

**HYDRAULIC
CEMENT.**
of the Best Quality,
FOR
BRIDGES, CULVERTS,
- AQUEDUCTS, -
TANKS, CISTERNS,
And Every Species of
Stone or Brick Work
Under Water or Exposed to Dampness.

ESTABLISHED 1841.

THOROLD HYDRAULIC CEMENT MILLS

THOROLD, ONTARIO.

RECEIVED THE . . .

‡ FIRST PRIZE MEDALS ‡
At the Exhibition, Paris, France, 1855,
And at the World's Fair, London, 1862.

It has been used in the construction of
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directions, seeming like a band of glistening metal, beautifying the scene and giving animation to the picture. Directly below lie the crooked streets of the lower town, teeming with animation, while its busy population, so far beneath, seem like pygmies, and you look upon the glistening roofs of the houses and down the very throats of the chimneys, into which it would seem an easy matter to toss a pebble. Looking to the eastward, the Plains of Abraham are spread out before you, together with the bluffs scaled by Wolfe.

and his brave soldiers in the preparation for the assault that ended in a victory, but cost the lives of both commanders. The spot where Wolfe fell is marked by a handsome monument. Directly across the river is the settlement of Point Levi, and down the stream the beautiful Isle of Orleans may be seen. This pleasant resort may be reached by ferry from the city, and it affords delightful drives, giving views of the Falls of Montmorenci, the Laurentian Mountains, and other objects of interest.

The Falls of Montmorenci are among the most interesting of the objects which secure the visits of tourists to Quebec, both on account of their own attractiveness and the pleasant drive by which they are reached. The "carters" of Quebec are as numerous as those of Montreal, and the roads around the city and in the country adjacent are among the finest to be found anywhere. The ride of eight miles all too quickly brings you to the River Montmorenci, and here you gaze upon historical ground, it being the scene of the battle of Montmorenci which immediately preceded Wolfe's

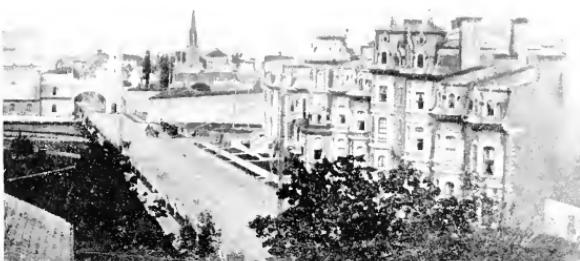
final victory at Quebec. Leaving your carriage, and paying a small fee for the privilege of crossing private grounds, you descend the bank of the river to look up at the fall from below. The river here pours over the cliff into the St. Lawrence, broadening at the edge to about 50 feet, and falling 250 feet, in a sheeny veil, half water, half spray, not sublime, nor even grand, but exquisitely beautiful.

Among the attractive trips to be made from Quebec is that to Lake St. John. The trains of the Quebec & Lake St. John Railway run daily, traversing a fertile section of the country, interspersed with wild forest scenery, and quaint hamlets and



FABRIQUE STREET, LOOKING TOWARD BEAUPORT.

Indian settlements. The lake is 190 miles from Quebec, and is the source of the famous Saguenay River, and is fed by several large streams. Its waters abound in fish, comprising land-locked salmon, pickerel, pike, trout, cusk, perch, dace, etc. The village of Roberval, on the shore of the lake, is becoming famous as a summer resort, and has a commodious hotel for the accommodation of tourists.



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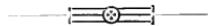
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THE visitor to Canada from the States will find much to interest him in the thriving cities of the Dominion. In some of these he will find a marked contrast with the cities over the border; in others, equally marked similarity; in still others, a striking contrast in different sections of the same city. The latter is particularly true of some of the older cities, in which the march of progress is being felt, and there seems to be a struggle for supremacy between the ancient and the modern.

Ottawa.—The political capital of the Dominion is a point of interest, both from its importance as a city and from the beauty of the scenery which surrounds it. Some of the most picturesque landscapes in Canada are to be found in its vicinity, and the drives about the city and its suburbs are more than ordinarily attractive. The government buildings are magnificent, occupying a site of four acres, on the river bank, and are built in the Italian gothic style. The view they present from the river is picturesquely beautiful. The illustration on the following page will give a good idea of their attractiveness.

The CHAUDIÈRE FALLS, reached by a pleasant drive from Ottawa, are grand and impressive, and well worthy of a visit. The Rideau Falls, nearer by, and the canal bearing the same name, connecting the Ottawa and St. Lawrence Rivers, are objects of interest to the visitor.

Toronto.—The location, commercial importance, and architectural beauty of Toronto, have conspired to give it the title of "Queen City," a distinction which it worthily wears. Finely located on Lake Ontario, with a secure harbor and excellent situation for drainage, it has not only the elements of successful business growth, but is a delightful resort for summer visitors, as well. The town was founded in 1794, under the name of York. When incorporated as a city, in 1834, it received the Iroquois name which it now bears. It then had a population of less than ten thousand, but now contains about 120,000 people. Its railway and shipping facilities, its enterprising population, and its fine hotels, render it an important business center. Among American tourists, Toronto is a universal favorite. Visitors from the States find congenial attractions, and from its enterprise and activity, it has been aptly termed "the Chicago of Canada." Many of its residents are from the States, and its society is much like that of similar American cities. It has also been called the "City of Churches," as the number and beauty of its church edifices attract much attention from visitors.

Hamilton.—At the extreme western end of Lake Ontario, on its high terraced shores, stands the city of Hamilton. The approach from the lake presents a striking picture, while the view of the city from the railway trains, in either direction, is almost equally picturesque. The surrounding country is quite elevated, and from the higher portions of the city the streets slope gradually to the water's edge, while across from the city lies the broad expanse of Burlington Beach, five miles in length, and from 600 to 1,000 feet wide. Still beyond, meeting the sky in the dim distance, are the blue waters of Ontario. Burlington Bay, protected by the long beach, forms the quiet harbor of Hamilton, adding much to the commercial importance of the city, which is also highly favored with railroad facilities, heavy manufacturing enterprises, and valuable surrounding agricultural resources. The population is well toward 50,000.

St. Catharines.—Twelve miles from Niagara Falls, pleasantly situated on the Welland Canal, is the thriving city of St. Catharines. A mineral well, of large capacity and recognized remedial value, has given the place a wide reputation and the title of "the Saratoga of British North America." It has fine hotels, and the surrounding country is more than ordinarily attractive from a scenic point, and visitors are thus entertained while "taking their medicine" from the mineral well.

London.—Western Ontario has for its chief city an aspiring imitator of its great namesake, having a River Thames, a Hyde Park, a St. Paul's church, and other interesting names borrowed from over the Atlantic. It is a progressive city of some forty thousand people, and with several quite extensive manufacturing interests.

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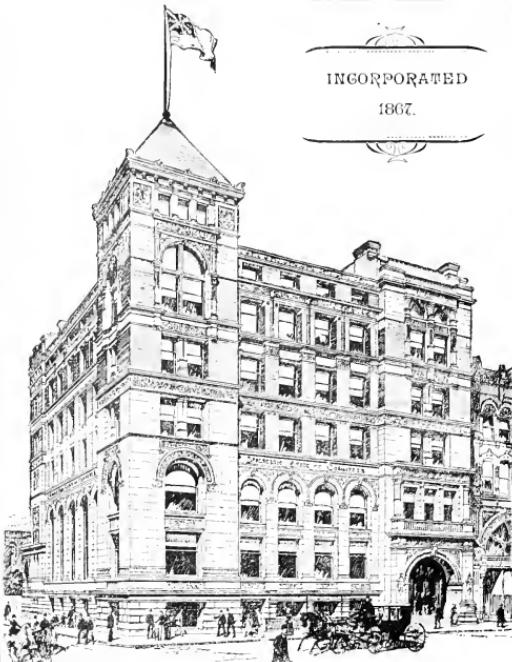
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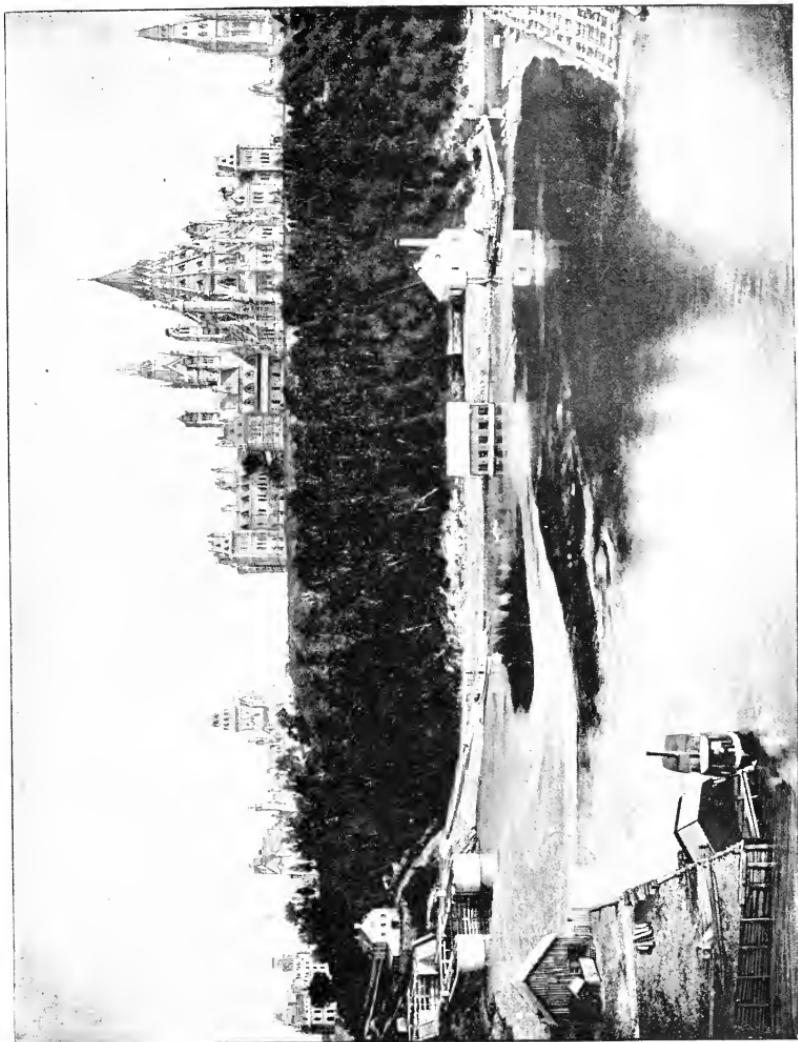
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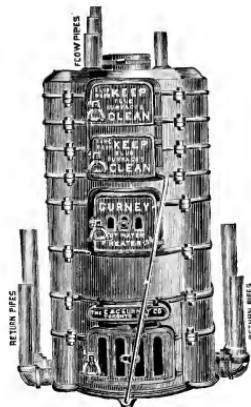
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MONTREAL TO THE MOUNTAINS AND THE SEA.



WITHIN the compass of a day's ride, is the journey by the Portland Division of the Grand Trunk Railway from Montreal to the sea-shore, passing through the very heart of the White Mountains on the route; but the day thus occupied must live long in the memory of those who have enjoyed its majestic beauties.

" . . . On every side,
The fields swell upwards to the hills; beyond
Above the hills, in the blue distance, rise
The mountain columns with which earth props heaven."

Nowhere in the space of a day's ride on the American continent, can there be found crowded into the short space of "from sun to sun" a more diversified collection of beautiful landscape scenery than that spread out in grand panorama before the occupants of a parlor car on the route about to be briefly described.

Crossing the great Victoria Bridge at Montreal, the train runs near the broad St. Lawrence River for some distance, affording views of the rich and stately city on the opposite shore. Passing the Boucherville Mountains on the left, it soon crosses the Richelieu River, under the very shadows of Beloeil Mountain (mention of which has been made in the preceding chapter), with the high ridges of Rougemont farther distant. For some distance on, the route is over a rich and level country, inhabited by an industrious French peasantry, and affords continuous views of the Yamaska Mountains, until the populous French town of St. Hyacinthe is reached, its quaint appearance and the great Roman Catholic colleges attracting attention. After crossing the Yamaska River, a considerable expanse of open and comparatively level country is traversed, with quaint little hamlets seen now and then on either side. From here on, for the space of an hour, the route lies through a thinly populated forest country, until descending into the valley of the St. Francis the line crosses that river on a bridge 320 feet in length, and the charmingly picturesque village of Richmond is reached, this being the junction of the Quebec branch of the Grand Trunk Railway.

The banks of the beautiful stream of the St. Francis are followed after leaving Richmond for twenty-seven miles. Seldom does the eye rest on a more lovely combination of rich valley scenery, especially if viewed with the glimmer of the early morning sun upon it. Passing the romantic island-strewn rapids of Big Brompton Falls, and traversing many an extensive cutting and costly embankment, the line reaches the prosperous and busy town of Sherbrooke, situated at the junction of the Magog and St. Francis Rivers, amidst a beautiful surrounding country. Near the village are the long Rapids of the Magog.



RAPIDS OF THE MAGOG, AT SHERBROOKE, QUE.

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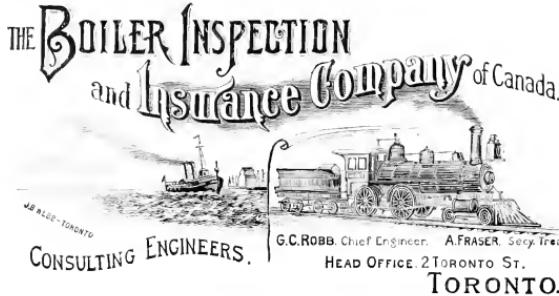
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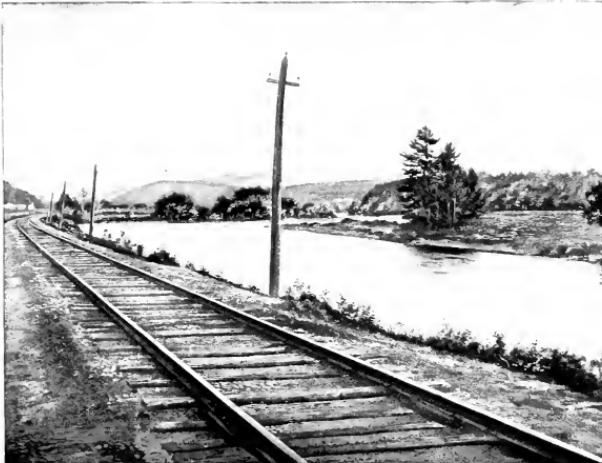
The next point of interest on the route is Lennoxville, at the confluence of the St. Francis and Massawippi Rivers. This is the seat of Bishops' College, an institution of high repute, under the care of the Episcopal church, with preparatory schools attached. It has been called "the Eton and Oxford of young Canada." Copper mines are worked in the vicinity, while not far distant is the beautiful Lake Massawippi, nine miles long by about one and one-half miles broad, swarming with many kinds of fish, among them trout, pike and bass.

A little beyond, the line enters the valley of the Coaticoche, which it ascends to the United States frontier. The foot-hills of the Green Mountains are seen on the right, Norton and Middle Ponds being passed on the west. Ascending the pretty valley, the train soon reaches Island Pond, Vt., the frontier station, with its well appointed summer hotels and railway dining-rooms. The traveler having passed from the dominion of Her Majesty, sees again the "broad stripes and bright stars," under whose protection the remainder of the journey to the mountains and the sea will be accomplished. The waters of Island Pond are about two miles in length, surrounded by a hard beach of white quartz sand. The views from Bonnybeag and other adjacent hills are of much interest and extreme beauty. Many of the drives in the vicinity are famous. The streams and waters in close proximity abound in many varieties of fish, chief of which is the spotted brook trout.

The route now follows a natural terrace, past Spectacle Pond, down the long Sulhegan valley, thence through a vast forest, whose ridges rise in rapid succession. Soon after crossing the Connecticut River, North Stratford is reached. This is the junction of the Upper Coos Railroad, for Colebrook and Dixville Notch. The line follows the Connecticut valley for about twelve miles, passing beautiful meadows, prolific with vegetation, and bordered by mountains on either side. The scenery is a combination of the beautiful and

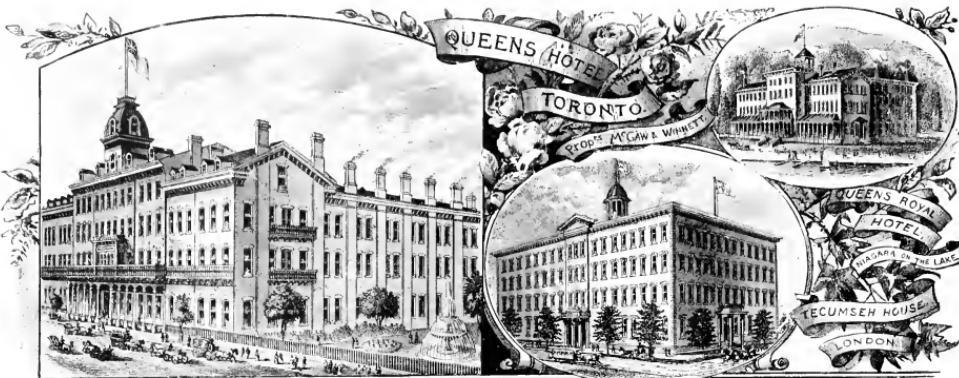
the frowning, and of high interest to the traveler. The whitened summits of Percy Peaks soon appear to the left, and remain in sight for about eight miles as the road slowly rounds them. Beyond Stratford Hollow the line leaves the Connecticut valley, and passes over to the Ammonoosuc, Cape Horn and Pilot Mountains appearing on the right, with the rich plain of Lancaster beyond, and we reach Groveton Junction, where the Grand Trunk meets the Concord & Montreal Railroad (White Mountains Division), and passengers for Lancaster, Bethlehem, Fabians and the Franconia Mountains change cars. Fabians being only forty miles distant, and close connections being made with all trains. Prof. Huntington says: "There is some remarkable scenery in the vicinity of Groveton. Coming from the south towards the village, the Percy Peaks will attract the attention of the most indifferent observer, on account both of their symmetrical form and color. . . . The village itself is surrounded by mountains." Cape Horn, three miles from Groveton (elevation 2735 feet), can be ascended without difficulty. The following quotation, from Ticknor's "White Mountains," a standard publication on that subject, very clearly describes that portion of the route for some distance on.—

"Soon after starting from Groveton Junction, the Grand Trunk train crosses the Ammonoosuc River, with Cape Horn and Mt. Bellamy on the right, and the Percy Peaks and Bowback Mountains on the left and front. Portions also of the Stratford and Sugar-loaf Mountains are seen to the north, and on the other side the Pilot Mountains



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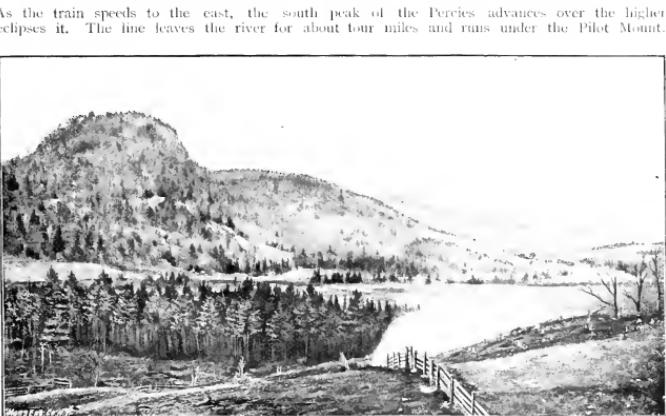
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Niagara-on-the-Lake,
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soon swing into view, north peak and finally aims, then crosses the river, and stops at Stark, with the precipice of the Devil's Slide on the left and Mill Mountain close at hand on the right. The former is a sheer cliff 600 feet high, and bears evidence of ancient natural convulsions. Mill Mountain is 2000 feet high, and is sometimes ascended from Stark by a walk of one and one-half miles through the wood. Beyond Stark water-station, fine views are given on the right and in retrospective, including the Pilot and Crescent Ranges, the Percy Peaks, Green's Ledge (sharply cut off on the south). The summits are seen to good advantage across wide and apparently level plains, and present



DEVIL'S SLIDE AND STARK VILLAGE.

Portland Division, Grand Trunk Railway.

a specially fine prospect. . . . Just before and after leaving the station at West Milan, the traveler who looks forward from the right side of the train gains a beautiful distinct view of the Presidential Range, arranged in stately order. [The view down the river from Milan is very beautiful, including the vast forms of Mounts Washington, Adams and Madison.]

The line now leaves the banks of the rapid Ammonoosuc, and follows the course of a Dead River. At the lonely water station of Milan, the track is 1080 feet above the sea. Head Pond is soon passed on the right, and the traveler gains frequent glimpses of the White Mountains. The train soon crosses to the course of another Dead River, passes a small pond, and approaches Berlin Falls. On the left, over the diverging track of the Berlin Lumber Company, the far-away blue peak of Goose Eye is seen; and the train soon passes the fine cliffs of Mount Forest, and stops at Berlin Falls."



BERLIN FALLS, ON THE ANDROSCOGGIN RIVER.

Portland Division, Grand Trunk Railway.

which a fine view of the Presidential Range is to be had. It was much King. The following words are from his pen:—

"We do not think that in New England there is any passage of river passion that will compare with the Berlin Falls, . . . Here we have a strong river that shrinks but very little in long droughts, and that is fed by the Umbagog (Rangeley) chain of lakes, pouring a clean and powerful tide through a narrow granite pass, and

At Berlin Falls station we are only six miles from Gorham. It is the site of the great mills of the Berlin Lumber Company. The falls are within a few rods of the railway station, and are reached by a foot-bridge over the gorge. Just before descending to this point, the path crosses a ledge from lauded by Rev. Thos. Starr

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The Ferry Ferry, near Gorham.

View from the Leed's Bridge, showing Mount Adams, etc., W. of Gorham.



Mt. Adams and Madison from Randolph Hill, near Gorham.

Gorham from the west.

On the opposite side of the river.

IN AND ABOUT GORHAM, NEW HAMPSHIRE.

Ladd's Mill, Gorham; Mount Hayes, on the background.

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descending nearly 200 feet in the course of a mile How madly it hurls the deep transparent amber down the pass and over the boulders—flying and roaring like a drove of young lions, crowding each other in furious rush after prey in sight."

Berlin Falls is the point of departure for Errol Dam, Umbagog Lake (see chapter on Rangeley Lakes).

Leaving Berlin Falls the railway follows a rapidly descending grade, the track falling at the rate of about fifty feet to the mile until Gorham is reached. Glimpses of the silvery Androscoggin River are gained on one hand, while on either side tower the lofty peaks of the White Mountain range. Mount Adams, as seen from the right about one and one-half miles before reaching Gorham, is said to be the highest elevation which we can look at in New England from any point within a few miles of its base. Indeed it is the highest point of land overlooking a station near the base, that can be seen east of the Rocky Mountains.

The peak of Mount Adams (5794 feet high) is seven miles distant from the point of observation, whose elevation is 868 feet, above which it towers nearly 5000 feet. From the same point is also enjoyed a magnificent view of Mount Moriah, 3785 feet above the valley. We are in

the heart of the mountains. Gorham is the nearest village to Mount Washington, and also the nearest village to the great northern peaks. It is in fact, as in name, "the Gateway to the White Mountains."

An attempt will be made in a separate chapter to treat upon the "White Mountains," and at this time only a brief allusion can be made of the gateway to that far famed region. But not only as an objective point



ANDROSCOGGIN RIVER, NEAR BERLIN.
Portland Division, Grand Trunk Railway.



GORHAM, N. H., THE GATEWAY TO THE WHITE MOUNTAINS.
Portland Division, Grand Trunk Railway

from which to attack the mountains, but also as a summer tourist resort, it affords unsurpassed advantages—an ideal mountain village. The Rev. Thomas Starr King spent several seasons here, writing his most charming book, "The White Hills." Listen to his glowing tribute to this beautiful village and its surroundings.—

"No point in the mountains offers views to be gained by walks of a mile or two that are more noble and memorable. . . . For river scenery, in connection with impressive mountain forms, the immediate vicinity of

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Gorham surpasses all the other districts from which the highest peaks are visible. The Androscoggin sweeps through the village with a broader bed, and in larger volume, than the Connecticut shows at Lancaster or Littleton. As a general thing, Gorham is the place to see the more rugged sculpturing and the Titanic

brawn of the hills. Turning from North Conway to the Androscoggin Valley is somewhat like turning from the pages of Carlyle to those of Tennyson; from the melodies of Don Giovanni to the surges of the Ninth Symphony; from the art of Raffaelle to that of Michael Angelo.²

The village is 812 feet above the sea, the air dry, bracing, invigorating and healthful. The nearness of the great peaks of Washington, Madison, Jefferson and Adams gives rare grandeur to the views of the environs. The drives and excursions almost without number in close proximity to Gorham, have had much to do with its great popularity.

Add to these many attractions the management of Mr.

VILLAGE GREEN AT GORHAM, N. H., WITH MOUNTAINS IN THE BACKGROUND.

tractions a first-class, home-like and well-kept hotel (the Alpine House, under G. D. Stratton), and what more can be desired? The accompanying view of the village green is taken from the porch of the hotel.

Space will permit of but very brief mention of a few of the many attractive features "in and about Gorham." One of the delightful drives in the vicinity of Gorham is known as the Milan Road, which follows the Androscoggin through Berlin Falls to Milan Corner, the distance being about fourteen miles. Starr King laments that so few tourists have yet taken this ride and enjoyed its superb prospect. Another one of the most notable carriage drives in America is that from Gorham through Shelburne to the Gillead Bridge on the south bank of the Androscoggin and back to Lead Mine Bridge on the North bank. No drive of equal length among the mountains offers more varied interest in the beauty of the scenery.³

Near the point where the Lead Mine Bridge road diverges from the Shelburne road is a hill whence is obtained the noble view described by Starr King:

"Mt. Madison sits on a plateau over the Androscoggin meadows. No intervening ridges hide his pyramid, or break the keen lines of his sides. He towers clear, symmetrical and proud against the vivid blue of the western sky. And as if the bright foreground of the meadows, golden in the afternoon light, and the velvety softness of



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the vague shadows that dim the desolation of the mountain, and the hues that flame on the peaks of its lower ridges, and the vigor of its sweep upwards to a sharp crest, are not enough to perfect the artistic finish of the picture, a frame is gracefully carved out of the two nearer hills, to seclude it from any neighboring roughness around the Peabody Valley."

The Lead Mine Bridge is about midway between Gorham and Shelburne village. From its center a noble view is obtained of Mount Madison with Adams and Washington, the river forming a beautiful foreground.

"The best time to make the visit is between five and seven of the afternoon. Then the lights are softest and the shadows richest on the foliage of the islands of the river, and on the lower mountain sides. And then the gigantic gray pyramid of Madison with its pointed apex, back of which peers the ragged crest of Adams, shows to the best advantage. It fills up the whole distance of the scene. The view is one of uncommon simplicity and symmetry. a view which at once takes the eye captive, and not only claims front rank among the richest landscapes that are combined in New Hampshire out of the White Mountains and the streams they feed, but impresses travelers that are fresh from Europe as one of the loveliest pictures which have been shown to them on the earth."—*Starr King.*

Trout fishing in the vicinity of Gorham is excellent. None should pass through this charming place without at least a sojourn of a few days.

As the train leaves Gorham, and at a distance of about a mile from the station, one of the finest views from a railway train to be found anywhere, is secured from the right and rear. Its chief features are the noble prospect of Mounts Moriah, Madison and Adams. Just before reaching Shelburne, what splendid symmetry bursts upon the view when the whole mass of Madison is seen thronged over the valley, itself over-topped by the ragged pinnacle of Adams. For many leagues the route traverses a region of remarkable beauty and picturesqueness. The effects of cultivation are apparent in the rich meadows which border the gracefully winding stream of the beautiful Androscoggin, making constant and pleasing contrast with the wild grandeur of the adjacent mountains. As the fertile intervals of Bethel are reached, Lock Mountain rises on the left, while on the right are the ledges of Sparrow Hawk.

Bethel, Maine, is a pleasant and attractive old village on the Androscoggin River (1,000 feet above the sea). On account of its elevation above the intervals, it is sometimes called Bethel Hill. The richness and fertile beauty of these intervals add greatly to the charming scenery in the vicinity and are a striking contrast to the bold mountains on the north.

The claims of Bethel as a summer resort are many. It was called by Starr King "the North Conway of the eastern slope." Drives in the neighborhood are pleasing and diversified, leading to quiet and sequestered districts. It is the point of departure for Lakeside, Cambridge and Rangeley Lakes (see chapter on Rangeley Lakes). Leaving the Androscoggin valley at Bethel the road travels a wild and mountainous country, until we reach Bryant's Pond. We are still 700 feet above the sea. The

Pond" itself is a beautiful highland lake surrounded by mountains, its waters abounding in bass and other varieties of fish, while trout fishing is abundant at no great distance. Bryant's Pond is the point of departure for Andover and South Arm on Rangeley Lakes. Rumford Falls, reached by stage from Bryant's Pond, is said to be the grandest waterfall in New England.

Leaving Bryant's Pond, we soon discover that we are leaving the mountains behind us, and approaching the lower levels of that stretch of country leading to the sea coast.



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South Paris, the next point, is the railway station for Paris Hill, a pleasant hamlet situated on a hill 831 feet high. Mount Mica is near Paris Hill on the east, and is claimed to be "the most interesting locality for rare minerals in the State of Maine." Here are found plates of mica six to ten inches square; green beryl; limpid, smoky and rose quartz; black, green, blue and red tourmaline; feldspar; garnets, and other minerals.

Tudor says that Paris is "a place as little resembling its European original as a cottage does a palace. At the same time it may be said, that to the extent in which it falls short of its great prototype as to architectural beauty, does it exceed it in the beauties of nature, being surrounded by a circle of mountains of the most imposing and romantic features."

Leaving South Paris we approach Danville Junction, twenty-seven miles from Portland, and brief mention will here be made of the very popular and fashionable highland sanitarium and pleasure resort, known as Poland Springs, South Poland, Me. It is situated about five miles from Danville Junction at an elevation of something over 800 feet above the sea, commanding one of the most beautiful and



POLAND SPRINGS HOTEL, SOUTH POLAND, MAINE.

diversified landscapes to be found anywhere on the American continent. Its high altitude, its invigorating atmosphere, its unequalled facilities for drainage, and its excellent drives and attractive promenades, in connection with the far famed Poland Springs water, render the resort one of the most charming spots for tourists traveling for pleasure or in search of health. A fine line of six-horse coaches meet the Grand Trunk trains on arrival, conveying the tourist over a good road through beautiful rural scenery, making a rise of about 300 feet from the track to the hotel. It is said that the fantastic combination of scenery reminds one of Loch Katrine, Scotland. In the distance are seen the White Mountains and the Ossipee Range. The view from the hotel piazzas also overlook a number of beautiful highland lakes, which are situated within the grounds of the hotel property. From the illustration of the hotel, a very correct idea of the structure itself will be obtained. It may not be amiss to mention in this connection that it is claimed by H. Ricker & Sons, the proprietors, that the Poland Springs House is the finest summer hotel structure in the United States, and is conducted in every way satisfactorily. Its grand dining room covers a space of 50 by 180 feet. Poland Springs is situated about midway between the Atlantic Coast and the White Mountain range. Its principal patronage in former years has been from eastern cities, New York, Boston, Philadelphia and Washington, but it is beginning to be known in the West, and those who have enjoyed its hospitality are loud in its praises. Some idea of the extent of the property may be conceived from the fact

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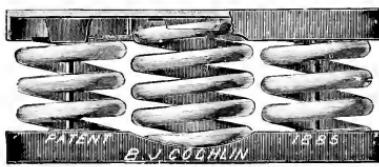
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that Poland Springs accommodates about 1200 guests, and from the opening of the grand hotel, about the 15th of June, until the close of the season, about the middle of October, the two hotels, the Poland Springs House and Mansion House, (both under the same management,) are always well filled, the Mansion House remaining open all the year round.

Leaving Danville Junction, the train passes through the maritime towns of Yarmouth, Cumberland, and Falmouth, and about three miles from Portland crosses the Presumpscot River on a bridge 300 feet in length, and for the first time a glimpse of the salt water is obtained, and a moment later on the left is spread out the first view of the beautiful Casco Bay, with its three hundred and odd islands, Cushing's Island with its fashionable hotel and summer cottages, Peak's and Diamond Islands with their numerous hotels, cottages and boarding houses, and the innumerable other islands, stretching away in the distance, surrounded by the blue waters of the Atlantic. We have reached Longfellow's "City by the Sea," Portland, Maine, the objective point of tourist travel. A brief mention of its surroundings will appear in the following chapter.



THE SEASHORE.

THE BEAUTIFUL CASCO BAY.—PORTLAND, ME., THE OBJECTIVE POINT
OF TOURIST TRAVEL.



THE coast of Maine is abundantly rich in all that goes to make a complete summer resort. Speaking of Casco Bay, of which the harbor of the City of Portland, the eastern terminus of the Grand Trunk Railway, forms a part, the following extract from the pen of Edward H. Elwell, in his admirably written work entitled "Portland and Vicinity," will be found truthful and concise, and convey as well as words can, some conception of this beautiful Resort by the Sea:—

"Here is a little bay, extending from Cape Elizabeth to Cape Small Point, a distance of about eighteen miles, with a depth of about twelve miles, more thickly studded with islands than any water of like extent on the coast of the United States. [There being something over 300 islands in Casco Bay.] Unlike the low, sandy islands of the Massachusetts coast, these are of the most picturesque forms, while bold headlands and peninsulas jut far out into the waters. There is the greatest possible variety in the forms and groupings of these islands. Some lie in clusters, some are coupled together by connecting sand-bars, bare at low water, while others are solitary and alone. Nearly all of them are indented with beautiful coves, and crowned with a mingled growth of maple, oak, beech, pine and fir, extending often to the water's edge, and reflected in many a deep inlet and winding channel. In the thick covert of the firs and spruces are many green, sunny spots, as sheltered and remote as if far inland, while beneath the wide-spreading oaks and beeches are pleasant walks and open glades.

"For the most part they rise like mounds of verdure from the sea, forest-crowned, and from their summits one may behold on the one hand the waves of the Atlantic, breaking almost at his feet, and on the other, the placid waters of the bay, spangled by multitudinous gems of emerald, while in the dim distance he discerns, on the horizon, the sublime peaks of the White Mountains. It is impossible to conceive of any combination of scenery more charming, more romantic, more captivating to the eye, or more suggestive to the imagination."

All the varieties of fish that frequent the New England coasts are to be caught in abundance in season, either directly from the rocky portion of the shores or in its immediate vicinities.

Portland, Maine, is, undoubtedly, the loveliest city on the Atlantic Coast. It stands on a high peninsula some three or four miles in length. At its outer (or north-eastern) projection, the peninsula swells into the bold height of Munjoy's Hill, crowned with a light-house and an observation

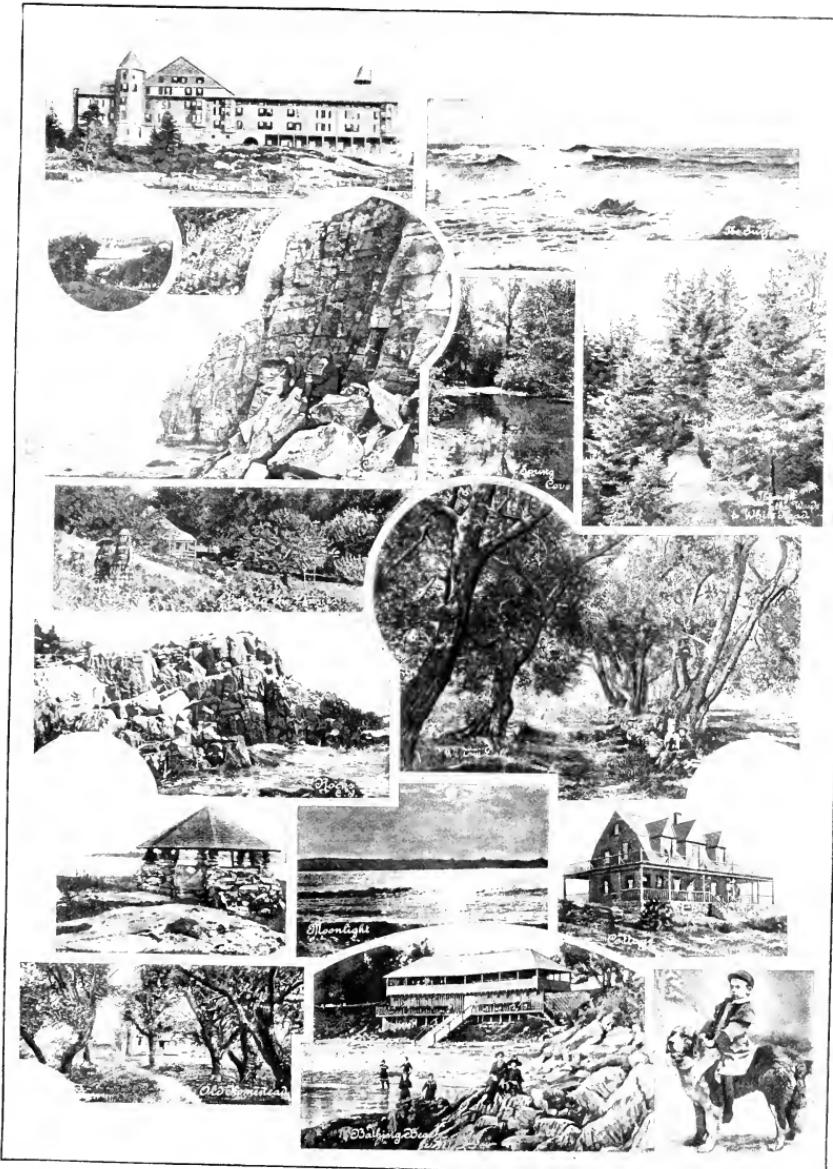
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VIEWS ON CUSHING'S ISLAND, ME., THE GEM OF CASCO BAY.

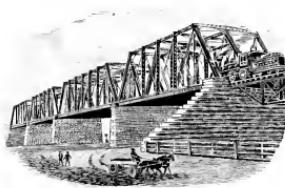
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tower, from which the grand panorama of Casco Bay stretches out in the foreground, while in the other direction the magnificent range of the White Mountains closes up the vista.

Much has been written, in poetry and prose, of the beauties of Casco Bay, of which the harbor of Portland forms a part, Longfellow and Whittier being the most remembered. The house in which Longfellow was born still stands at the corner of Fore and Hancock Streets, Portland, while next door to the Pribble House stands the ancestral Wadsworth mansion, Longfellow's later residence and still the abiding place of the Longfellow family. A magnificent life-sized statue of the famous poet occupies one of the delightful squares for which this beautiful city is so noted.

The drives around Portland probably offer as delightful and varied attractions as can be found anywhere in this country. Among the most interesting may be mentioned the one leading by East Deering and the United States Marine Hospital to Falmouth Foreside, some eight or ten miles, with magnificent views stretching over Casco Bay, and its many islands; or over the shell road to Deering's Oaks and Woodford's; or to the beautiful Evergreen Cemetery with its many monuments. Again, to Pride's bridge on the Presumpscot River. There is also a delightful drive leading down the coast by the great dry-docks and the ship-building hamlet of Knightville to the ancient and favorably known summer resort, called Cape Cottage, while just beyond is the tall lighthouse on Portland Head. The shores on this side of the Bay are remarkably bold and rocky, and after a hard blow a tremendous surf rolls in upon the unyielding cliffs with a dash of spray and a roar heard for miles.

Further down on this rocky coast stands the Ocean House, and not far away the lighthouses, known as the "Two Lights." Scarborough Beach lies still beyond.

One of the delightful excursions by boat from Portland is to Harpswell, to which several round trips are made daily.

Among the favorite island resorts of Casco Bay is Cushing's Island, of which extensive mention is here made, Peak's Island, with its Hotels and Cottages, Big and Little Diamond Islands, Little Chebeague, one of the most attractive islands in the Bay, and upon which stands the well-kept Waldo House, a comfortable hotel for summer guests. Great Chebeague covers 2,000 acres, and has a considerable population of farmers and fishermen, schools and churches, good roads and several summer hotels; Long Island, with hotels, boarding houses and cottages; Hope Island, with its quiet little hotel. Further on, numberless islands gem the blue waters, crowned with tall trees and sheltering many a lovely cove and sandy beach. Those who come hither for a summer's vacation should not fail to bring Mrs. Stowe's romance, "The Pearl of Orr's Island," whose scenes were laid here among the quiet fisher folks, who for centuries have dwelt among these sequestered coves.

Orr's Island lies close to Harpswell, and is joined to it by a highway bridge. Off in the Bay, five miles, is Ragged Island, with its ancient houses, the scene of Elijah Kellogg's "Elm Island" stories; nor should be forgotten Whittier's beautiful ballad, "The Dead Ship of Harpswell," preserving an old legend of these romantic shores.

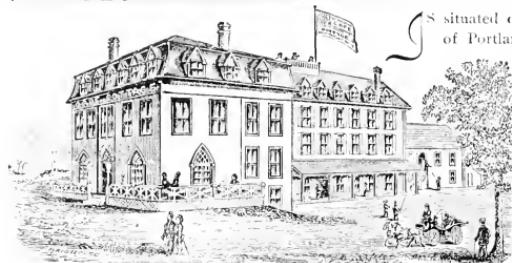
Perhaps one of the most beautiful things that has been said of Casco Bay and its grand archipelago, occurs in one of Whittier's poems:—

"Nowhere fairer, sweeter, rarer,
Does the golden-lock'd fruit-bearer
Through his painted woodlands stray,
Than where hill-side oaks and beeches
Overlook the long blue reaches,
Silver coves and pebbled beaches,
And green isles of Casco Bay;
Nowhere day, for delay,
With a tenderer look beseeches,
'Let me with my charmed earth stay!'"

On a great many of the islands, and also upon the main land on both sides of the Bay, are numerous cottages and summer resorts. It is not an exaggeration to say that many thousands of summer tourists can be provided for in this delightful vicinity.

Cushing's Island, in the beautiful Casco Bay, is two and one-half miles from the city of Portland, Maine,—eastern terminus of the Grand Trunk Railway. It contains about 250 acres of land. The Ottawa House, one of the finest hotels on the coast of Maine, is situated on the island, on an eminence of over 100 feet above the sea, commanding, from its broad veranda, unrivaled views of ocean, islands, mainland, harbor and city, with far to the westward the peaks of the White Mountains in the horizon. The hotel accommodates 300 guests; there are also a large number of cottages

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S situated on CAPE ELIZABETH, three miles from the City of Portland, and at the entrance to Portland Harbor. Nature has made this one of the most beautiful sites on the coast of Maine. The temperature during the summer season ranges from 65 to 70 degrees.

The drives along the shore are unsurpassed both in beauty and scenery; and those who do not enjoy the drive by carriage from the city can take the steamer at Custom House Wharf.

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B. C. GIBSON, PROPRIETOR, Cape Cottage, Portland, Me.

THE OTTAWA HOUSE, CUSHING'S ISLAND, PORTLAND HARBOR.

HAS unquestionably one of the finest locations to be found on the Atlantic coast. The island is full of interest and beauty. From its eastern extremity the **Famous "White Head,"** a solid mass of rock of majestic proportions, rising almost vertically from the sea to a height of nearly 150 feet, to its extreme western limit. Those who for many years have been familiar with the attractions of this "**Gem of Casco Bay**" never tire of describing its charms and sounding its praises. The woods, the rocks, the beautiful coves and bays along its shore; the grand ocean scenery; the superior facilities for **Bathing, Yachting and Fishing.** The walks, the drives, the healthful and invigorating air, the beautiful villas and the capacious and well-appointed hotel, combine to render this one of the most perfect of seaside resorts.

THE NEW OTTAWA HOUSE, which was built in the spring of 1888, has accommodations for three hundred guests, and is acknowledged to be one of the finest hotels on the coast of Maine. It is situated on elevated ground, commanding magnificent views of the ocean and bay, the neighboring islands and city, the shore of Cape Elizabeth, and, in the distance, the lofty peaks of the White Mountains.

The house is built upon a generous scale, has wide piazzas, a spacious and airy dining hall, an ample drawing room with an open fireplace at each extremity, and parlors provided with a similar luxury; broad stairways; while the rooms—which are so arranged that any number of them may be combined in a single suite—are light, well ventilated, handsomely furnished and supplied with incandescent lights and electric bells.

COTTAGES. Several desirable Cottages have been erected in connection with the hotel, where rooms can be secured with table board at the hotel. For terms, address

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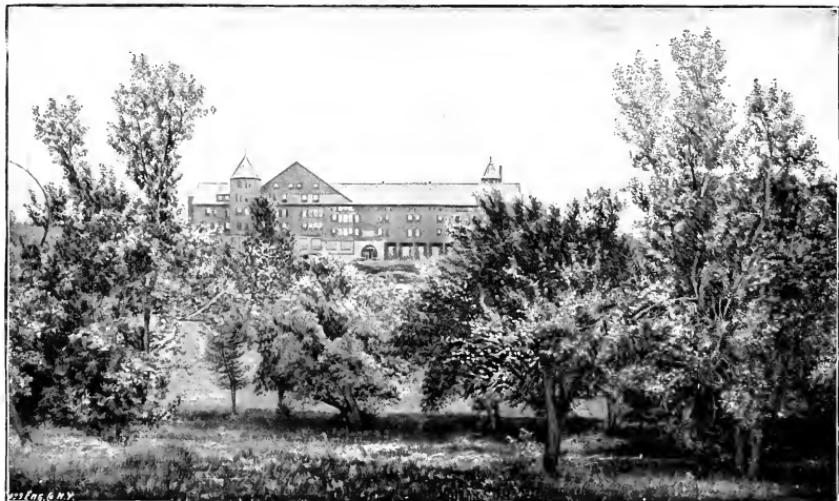
M. S. GIBSON, Proprietor.

on the Island, many of which are in connection with the hotel. The average temperature during the summer months is sixty-six degrees, and because of its altitude and the invigorating sea breezes which continually fan its shores, and the balsamic odors from its fir and spruce groves, the Island has long been famed for its renovating and health-giving powers.

Mr. Fred'k Law Olmstead, the eminent landscape architect, in his report of Cushing's Island, says:

"To persons who wish to take as complete a vacation from urban conditions of life as is practicable, without being obliged to dispense with good markets, shops, and the occasional ready use of city conveniences; who have a taste for wildness of nature and who value favorable conditions for sea bathing, boating and fishing, the Island offers attractions such as can be found, I believe, nowhere else on the Atlantic seaboard. To all such I recommend it unreservedly."

Writing of Cushing's Island, Mr. Elwell says: "It has the most bold and prominent features of all the islands in the bay. Rising to a considerable altitude, its southeastern shore presents a rocky



OTTAWA HOUSE, CUSHING'S ISLAND.

and precipitous front to the sea, terminating at the northeastern end in a castellated bluff of perpendicular rock nearly one hundred and fifty feet high. Along the high ridge of the Island, for nearly its whole length, runs a dark forest growth which gives it a bristly appearance, like 'quills upon a fretful porcupine.' From these woods, on the northerly or harbor side, the land descends rapidly to a little arable valley running through the Island, and thence to the beaches and ledges that line the inner shore. Thus the Island presents a stern rampart to the ocean, shutting it from view, while it smiles upon the smoother waters of the harbor."

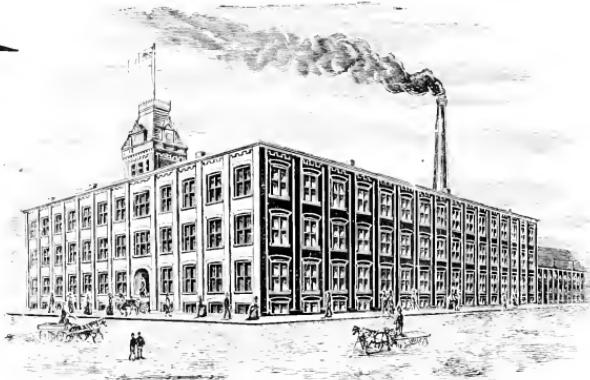
The Ottawa House is built on the higher part of the Island, over one hundred feet above the sea. From the piazzas it commands magnificent views. Across the harbor, in the distance, rises Munjoy, with the White Mountains far behind it, from which a chain of lower hills stretches away to the west. The whole extent of the City of Portland is revealed from Munjoy to Bramhall, its spires rising above the dense foliage for which the city is noted. "Now, if you would have a still wider view, ascend to the cupola of the hotel and look seaward. The broad ocean is before you, stretching far away to the horizon where the white sails of the mackerel fleet mingle with the sky line. Far below you lies Ram Island, with the surf beating on its rugged shores; eastward lie the outer islands of the bay, and Halfway Rock, with its solitary light-house; westward is Portland Light, and

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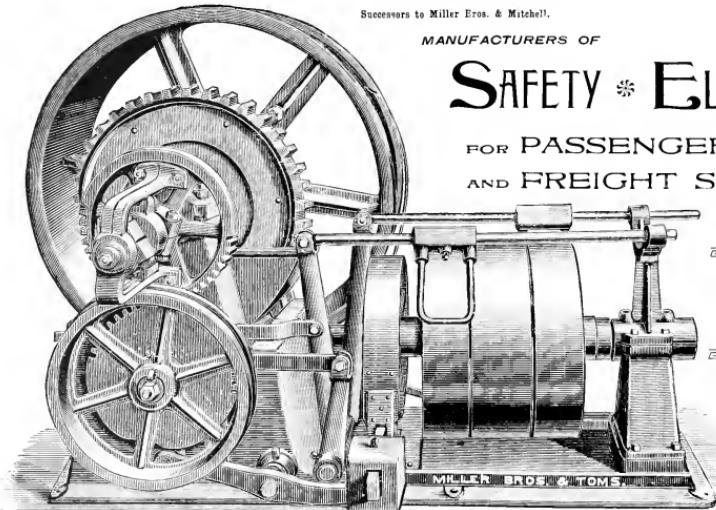
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C. KOPPEL - ARTIST

the Two Lights on the Cape; seaward the waves are all a-shimmer with sunlight, and departing ships cleave swiftly through them.

"It remains only to visit White Head, the grand old headland that guards the eastern entrance to the harbor. It is a walk of a mile or more (from the Ottawa House), along the embowered path that runs through the evergreen woods. Here the close-set spruces shut out all sight of the sea, so near at hand, while yet the music of its breaking waves falls softly on the ear. One might think himself dreaming of the ocean in some far inland forest. Occasionally a break in the dense foliage gives a view of clustered stems, rising in 'dim, religious light,' like the pillars of some vast cathedral. The soft carpet of the sod gives back no sound of your footfall, and the path is solitary, save the sentinel crow in some tall fir, who caws angrily at your intrusion. The walk ends on the open brow of the precipice, from which the woods recede, leaving it to battle with the ocean in its native strength. Here the view widens on all sides. Just below, on the right, lie the low, green shores of Peak's Island; in the foreground on the left, are seen the frowning walls of the forts; the city lies in the distance bathed in sunshine, while in the remote northwest the White Mountains mingle their summits with the cumulous clouds. Looking eastward the surface of the bay is broken by many wooded islands, and far in the dim distance Seguin appears, a shadowy outline on the horizon. Southward rolls the ocean, with many a sail on its broad bosom—some coming out of the misty distance, while others are disappearing beyond the line which bounds the view.

"The Head projects into the sea in three distinct masses, having between them two deep recesses, or miniature fiords, worn far into the cliff by the waves. Down one of these abysses you may scramble over the fallen rocks, and sit under the projecting cliff, with the foamy sea beating on the barnacled ledges at your feet. Into the other recess there is no descent. Its walls on all three sides fall precipitously into the water which forms its floor. It is a great ball-room, in which only the waves may dance, while we look on from the galleries above. The south wall of this recess runs out into a point not more than three feet wide at the extremity, and lying flat here one may look straight down into the sea, a dizzy depth."

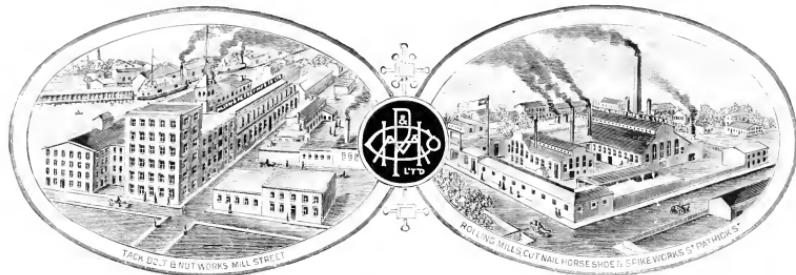
From the cupola of the Ottawa House, magnificent views are to be had in every direction. The illustration on our last cover page is from a photograph, and gives a suggestion of the beautiful panorama presented by the city and harbor of Portland. The scene is always an attractive one, and the "white-winged messengers of commerce," as the vessels arrive and depart, give animation as well as beauty to the prospect.

Portland may properly be considered the objective point of tourist travel, as from it all the sorts of New England and the New England coast are easily accessible, most of them with but a few minutes' or a few hours' ride, those better known and in the closest proximity being: Old Orchard Beach, Pine Point, Scarborough Beach, Biddeford and Saco, Kennebunkport, Kittery and York, Isles of Shoals, Portsmouth, Hampton and Rye Beach, Ipswich, Manchester by the Sea, Cape Ann and Marblehead on the south, while on the north, Bath and Popham Beach, Boothby, Rockland, Castine, Bar Harbor, and Mt. Desert, with Poland Springs, Yarmouth, Bangor and Augusta in the immediate interior vicinity.



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THE WHITE MOUNTAINS.



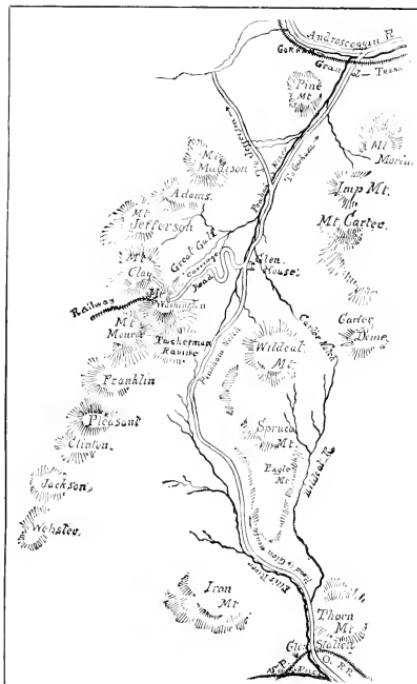
THE distinguishing peculiarities which render the White Mountains more attractive to summer tourists than any other range or group of mountains on the American continent are their ease of access, and the wonderful diversity of scenery they afford under varying conditions and from different points of view. Within a few hours' ride from Montreal, Quebec or Portland, they are rendered accessible by the conveniences of modern railway travel, with none of the hardships characteristic of former years. With almost inexhaustible resources of entertainment for the visitor, they attract old friends and new in larger numbers with each recurring season.

The point of approach, conceded by all the most ardent admirers of the mountains to be the most impressive and charming, is by way of

Gorham and the Glen. That delightful book from the pen of Rev. T. Starr King, "The White Hills," which has become a standard authority on the mountains, was largely inspired and written during the author's sojourn in this vicinity. The village of Gorham has long and pre-eminently enjoyed the distinction of being the "gateway to the mountains." It is the nearest village to Mount Washington, and is pronounced by Drake, another eminent mountain authority, as occupying a "position with respect to the highest summits more advantageous than that of any other town lying on the skirts of the mountains, and accessible by railway." Passing allusions have been made to the points of interest in and about Gorham in a previous chapter, and our limits forbid even a mention of the many delightful drives and walks which may occupy the visitor's attention during an entire season's sojourn. The grand panoramic view of the presidential range, however, must not be omitted. This is had from Mount Hayes, the "guardian of the village, erecting its rocky rampart over it, like the precipices of Cape Diamond over Quebec."

As a point from which to view Mount Washington, Starr King entitles it—

"The chair set by the Creator at the proper distance and angle to appreciate and enjoy his kingly prominence. All the lower summits are hidden, and you have the great advantage of not looking along a chain, but of seeing the monarch himself soar alone, back of Madison and Adams, and seemingly disconnected with them, standing just enough to the south to allow an unobstructed view of the ridges that climb from the Pinkham road up over Tuckerman's Ravine, to a crest moulded and poised with indescribable stateliness and grace. It completely dimmed the glory of Mount Adams. The eye clung, ever fascinated and still



ROUTE MAP TO THE GLEN HOUSE.

THE GLEN HOUSE,

SEE CUT, OPPOSITE PAGE.

WHITE MOUNTAINS, N. H.

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There is no place in the mountains where the changes of the outlines of the mountains, shadowed by constantly passing clouds and blue mountain mists, are so beautiful and attractive as from the GLEN. From here also radiate all the paths and roads to the most celebrated Cascades, Falls, Ravines, and Troutting Brooks. The celebrated mountain road teams, the finest in America, here leave the GLEN House for the summit of Mt. Washington, several times daily. The high altitude and peculiar situation of the GLEN House has made its location a popular sanitary resort for those affected with catarrah, asthma or hay fever, or suffering from malaria or miasmal infections, as it affords complete relief, as its pure mineral spring water does also to all kidney complaints.

The GLEN House accommodates four hundred and fifty guests, with all modern conveniences and comforts to be found in any of the great metropolitan hotels. The tables are supplied with fresh vegetables, milk, butter, etc., from its farm, and with all luxuries and delicacies the markets afford. Open brick fire-places are among the attractive features to temper the evening mountain air. Connected with the house are the telegraph, telephone, postoffice, news stand, laundry, barber shops, billiards, etc.

The GLEN House is reached by easy ride over the Grand Trunk Ry. to Gorham, N. H., thence by six-in-hand tally-ho coaches following the picturesque Peabody River eight miles to the hotel, or via the Main Central to Glen Station, and thence by tally-ho coaches to the GLEN, through magnificent scenery. Also from Fabyan Station via Glen Station, as above, or over Mt. Washington by rail and stage.

APPLY TO

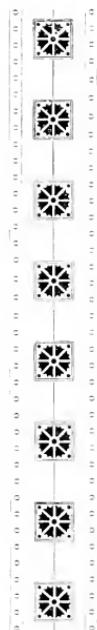
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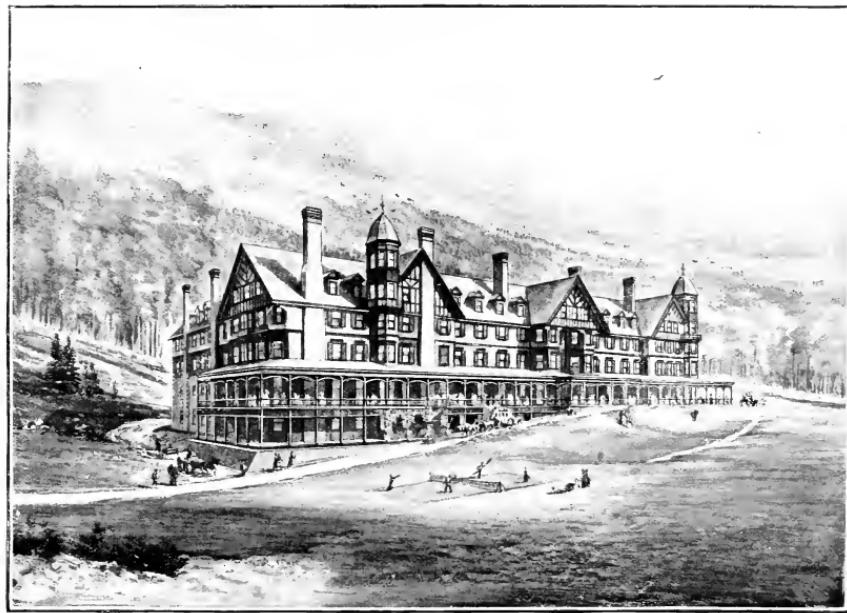
After June 25, direct to GLEN HOUSE, N. H.



longing, upon those noble proportions and that haughty peace, It was satisfactory, ~~and the mountains~~ eminence and majesty that we were gazing upon."

The approach to the mountains from Gorham is by way of the Glen, and the ride by carriage is one of the few remaining vestiges of "mountain staging." Six-in-hand tally-ho coaches meet the trains of the Grand Trunk Railway at Gorham, for the Glen House and the summit of Mount Washington. The road lies along the course of the Peabody River, which flows into the Androscoggin at Gorham, having its sources far up among the mountains. The ascent of Mount Washington may be made direct from Gorham, if desired, but preferably by way of the Glen House, after a halt and the enjoyment of its hospitalities.

The road to the Glen is in a southwesterly direction, and frequent glimpses are given of the noble mountains as the journey progresses. The map on the preceding page will give a good general



GLEN HOUSE, WHITE MOUNTAINS.

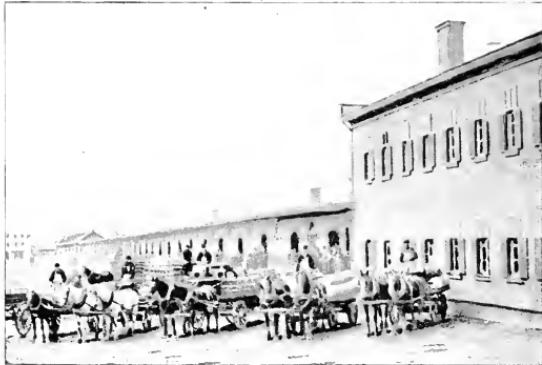
idea of the topography, and it will also serve to aid the tourist in the selection of walks and drives in the vicinity.

The new Glen House, an illustration of which is given herewith, is one of the finest hotel structures in New England. It was built to replace the old buildings, which were destroyed by fire in the autumn of 1884, and no expense has been spared, either in the construction or the furnishings, to render the house worthy of the immense patronage which it deservedly enjoys. Mr. C. R. Milliken is the proprietor, and an experience of nearly twenty years in catering to the demands of mountain travel, amply qualifies him for the position.

As a tarrying place, from which to visit the many delightful attractions of the vicinity, it has a national reputation. With a first-class livery in connection, and as the starting point for the carriage road to the summit of Mount Washington, the opportunities for delightful drives are almost unlimited. The views from the hotel piazzas are grand and impressive. The house faces the five greatest peaks of the White Mountain group, and at one sweep the eye takes in Washington,

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HUGH PATON, Manager and Secretary,

Clay, Jefferson, Adams and Madison, the second being partially obscured by a spur of Washington, but more fully revealed by a slight change of the point of view. These five peaks are visible from the Glen in greater sublimity and grandeur than from any other point of observation. Their massive proportions, from base to summit, are clearly revealed, without the peculiar "fore-shortening" effect of intervening foot-hills, so noticeable elsewhere. In a clear morning, shortly after sunrise, they stand out in bold relief against the sky, while their rocky summits, rugged ravines, and scarred sides, with



VIEW OF WHITE MOUNTAINS FROM THE GLEN HOUSE.

the wooded slopes in the foreground of the picture, fascinate the beholder and command the admiration of even the most extensive European travelers. In the afternoon, their sharp outlines against the illuminated sunset sky present a picture no less attractive, though differently lighted. And when the Storm King sweeps over their summits, crowning them with clouds or wrapping them in fleecy vesture, embroidered with the gold and tinsel of the lightning's flash, and anon, touched with the fleeting rays of broken sunlight, still another majestic and gorgeous scene is presented. So that, with all the varying moods of mountain atmosphere, the changing scenes, and the new groupings presented from different localities, coupled with the many attractions to be found in the immediate vicinity, the Glen is a most delightful spot for a holiday sojourn.

A walk or ride of about a mile from the hotel brings us to the Emerald Pool, a view of which we present, and which cannot be improved upon by a description. It is a most restful place, the river itself here seeming to pause in its madly merry race toward the ocean, as if resting for the long, long journey to the broad Atlantic. Another mile, and a guide-board is reached, which points the way, by a diverging path, to Thompson's Falls. A short walk up the lower slope of Wildcat Mountain, and we reach a brook which rushes down the mountain side on its way to Peabody Body River. Over ledges of granite it comes plunging in a series of cascades, to which the name of Thompson's Falls has been given. From the upper height of the falls a view is afforded of Tuckerman's Ravine, while high above, the summit of Mount Washington looks frowningly down. The view thus afforded is declared by experienced tourists to be one of the best in the mountains, and it has been reproduced in "Pictur-esque America." The wildness of



EMERALD POOL.

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ENGINEER AND MANAGER.

JOHN STEWART,
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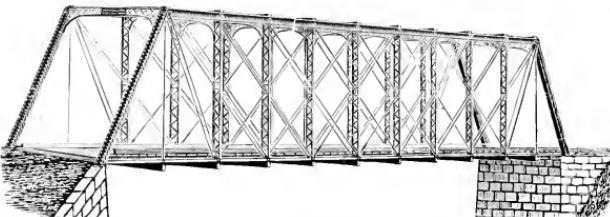
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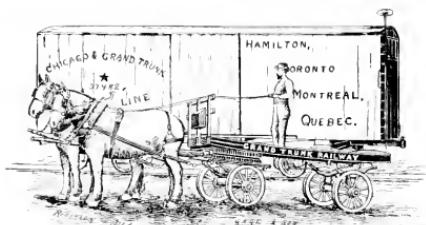
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the scene amid the seclusion of the forest, the glistening of the cascade in its journey among the leafy surroundings, with its musical cadences falling softly on the ear, all conspire to render the spot most exquisitely charming to the lover of nature, and the visitor feels well repaid for the trip.

Returning to the road, another mile brings us to the path which leads to the Crystal Cascade, said to "divide with Glen Ellis the honor of being the most beautiful waterfall of the White Mountains." The path extends through the woods a distance of some three-eighths of a mile. Starr King says of it,

"The Crystal Cascade is on the Crystal, Cutler's, or Ellis River, below the outlet of Tuckerman's Ravine, and on the west side of the Pinkham Notch. It is reached by following the North Conway road for about three miles from the Glen House, and diverging to the right at a guide-board, whence a good path leads in about three-eighths of a mile to the cascade. The best viewpoint is on the opposite side, on a little cliff which fronts the water. The vista includes about eighty feet of fall, over successive step-like terraces of slate rocks, crossed by igneous dikes. In high water it affords a brilliant sight, but at other seasons the stream dwindles away. Visitors should not forget that the proper point from which to see it is not the foot of the falls itself, but the top of the little cliff directly opposite. No contrast more striking can be found among the mountains than that of age and youth, which is furnished from that point. The cliff is richly carpeted with mosses that have been nourished and thickened by centuries. . . . The rocks of the neighboring precipices look old. They are cracked and seamed as though the forces of decay had wound their coils fairly around them, and were crumpling them at their leisure. The lichens upon them looked bleached and feeble. Those protruding portions of its anatomy indicate that Mount Washington has passed the meridian of his years. But the waterfall gives the impression of graceful and perpetual youth. Down it comes, leaping, sliding, tripping, widening its pure tide, and then gathering its thin sheet to gush through a narrowing pass in the rocks—all the way thus, from under the sheer walls of Tuckerman's Ravine, some miles above, till it reaches the curve opposite the point where we stand, and, winding around it, sweeps down the bending stairway, shattering its substance into exquisite crystal, but sending off enough water to the right side of its path to slip and trickle over the lovely, dark green mosses that cling to the gray and purple rocks."

Glen Ellis Falls are about four miles south of the Glen House, on the Ellis River, at the base of Wildcat Mountain. Their old name of Pitcher Falls, given from their shape, has now fully given way to the more poetic but less suggestive title of Glen Ellis, bestowed by a party of visitors in 1852. A graceful writer thus describes a visit to the spot:—

"Descending by slippery stairs to the pool beneath it, I saw, eighty feet above me, the whole stream force its way through a narrow cleft and stand in one unbroken column, superbly erect, upon the level surface of the pool. The sheet was as white as marble, the pool as green as malachite. As if stunned by the fall, it turns slowly round, then recovering, precipitates itself down the rocky gorge with greater passion than ever. On its upper edge, the curling sheet of the fall was shot with sunlight, and shone with enchanting brilliancy. All below was one white feathery mass, gliding downward with the swift and noiseless movement of an avalanche of fresh snow."

In addition to the cascades and waterfalls which have been already mentioned, there are numerous charming spots all along the mountain streams, and among the leafy glens, many of which have delighted the eye of the artist, and not a few of them have been transferred to canvas as a permanent reminder of the delights of a summer at the Glen. To the lover of the rod, the mountain



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brooks furnish the added attraction of being the home of the speckled trout, and many a famous "catch" has delighted the follower of Walton, and tempted the appetite of the epicure.

The mountain views in the direction opposite the great Presidential Range are scarcely less imposing than those already described. The Carter Range lies to the east of the Glen, and the peaks of Carter Dome, Mount Carter, Imp Mountain, Mount Moriah, and Wildcat, are prominent features of the landscape. Imp Mountain is so named from the grotesque profile which is visible from the road above the Glen House. From the summit of Wildcat a fine view of the Presidential Range can be had as a reward for an hour's climb.

But by far the most wonderful mountain gorge in the entire vicinity is the chasm in the east side of Mount Washington, known as Tuckerman's Ravine. This is best reached from the carriage road to the summit of Mount Washington. About two miles from the Glen House, the path diverges from the carriage road, and follows the old Thompson bridle path Hermit Lake, thence following the bed of the stream into the very depths of the Ravine. One remarkable feature of this gorge, to be seen nearly the entire season, is the snow arch. As the rays of the sun are excluded from the Ravine except during a short portion of each day, the winter's accumulation of ice and snow often remains until autumn. The mountain streams gradually melt out the under side of this deposit, forming an arch, often of great beauty. The walls of the Ravine are called the Mountain Coliseum. Starr King says:—

"No other word expresses it, and that comes spontaneously to the lips. The eye needs some hours of gazing and comparative measurement to fit itself for an appreciation of its scale and sublimity. . . It seems as though Titanic geometry and trowels must have come in to perfect a primitive volcanic sketch. One might easily fancy it the Stonehenge of a Pre-adamite race,—the unroofed ruins of a temple reared by ancient Anaks long before the birth of man, for which the dome of Mt. Washington was piled up as the western tower. There have been landslides and rock-avalanches as terrible in that ravine as at Dixville Notch,—the teeth of the frosts have been as pitiless, the desolation of the cliffs is as complete, but the spirit of the place is not as gloomy as at Dixville,—is sublime rather than awful or dispiriting. . . In Tuckerman's Ravine there is a grand battle of granite against storm and frost, a Roman resistance, as though it could hold out for ages yet before the siege of winter and all the batteries of the air."

The Mount Washington carriage road, from the Glen House to the summit, furnishes opportunity for a delightful drive, and no visitor should miss the exhilarating trip. The roadway itself is a fine piece of highway construction, the ascent being accomplished by a winding course with easy grades, not exceeding one foot in eight on the average. The carriages are strongly built mountain wagons, each drawn by six sturdy roadsters, driven by experienced "knights of the whip," who know every turn of the road. The traveler will note the changes in vegetation as the altitude increases, the heavy forests giving way to stunted shrubs, and these in turn to mosses and lichens, while at the summit the bare and desolate rock gives an idea of arctic climate, which indeed does prevail the larger part of the year.



CRYSTAL CASCADE.

CRYSTAL CASCADE, as though it could hold out for ages yet before the

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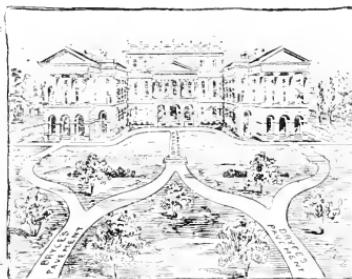
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Dear Sirs.—Repeating to your favor of the 16th inst., I have the pleasure in stating that the "Bryce Patent Asphalt Pavement" laid by you in this Company's Purifying House at the Works, and in the yard and cellar at the Company's offices, Toronto street, in December last, has given entire satisfaction. That laid in the yard has been exposed to the rain, snow and frost during the winter and has not cracked at all, and seems to be quite as good as when laid down. This pavement is also laid above the cellar, and has proved perfectly watertight, not allowing any moisture whatever to penetrate through into the cellar, although wet snow has been allowed to remain on it for a considerable time.

Yours truly,

W. H. PEARSON,
General Manager and Secretary.

WHAT DR. STRANGE SAYS ABOUT IT.

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FREDERICK W. STRANGE.

WHAT ARCHITECT D. B. DICK SAYS ABOUT IT.

MESSES. BRYCE BROS., Toronto:
DEAR SIR:—Repeating to you of yesterday in reference to the stable floor which you laid for me some time ago with your pavement, I have pleasure in saying that when I last saw it, which was after it had been in use about four months, it appeared to be in excellent condition; indeed, even the sharp winter-carks had not made very little impression on it.

Yours truly,

D. B. DICK, Architect.

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The Summit House furnishes shelter to the visitor, whether his stay be for a few hours only, or for days and weeks. The view from the summit is indescribable. Its immensity is at first overwhelming. The line of vision bounds a circle nearly a thousand miles in circumference; and within that circle are lakes, rivers, mountains, valleys, dark forests, smiling villages, and in fact an almost endless variety of scenery, ever changing as the gaze is directed to the different points of the compass. In a clear day, the distant glimmer of the Atlantic may be seen, off Portland harbor, to the south-east. In the opposite direction, the horizon is broken by the Green Mountains of Vermont, with a glimpse of the remote Adirondacks in New York. All around are lakes, mountains, rivers and villages. Nestled in the Glen, almost at your feet, are the buildings of the Glen House from which you have come. The view is greeted with a new picture at every turn, and as the eye learns to distinguish distances, it gradually dawns upon you that you stand over a mile and a third above the level of the sea, on the highest point attainable in New England without the aid of a balloon.

The following description of a sunrise on Mount Washington is from the pen of the author of "The Switzerland of America":—

"The grand, culminating view from this lofty point of observation is to be had at the rising of the sun. For this incomparable prospect you must spend a night among the clouds, and perchance more than one night, as nature is fickle at that altitude as well as in the valleys below, and not unfrequently 'old Sol' has half a forenoon's work before him to dispel 'the mists of the morning' before his face is visible to the watchers on the summit. Should you be favored, however, with both a clear sunrise and sunset in one day, as was the writer on the occasion of his first visit, you will cherish in the chambers of memory the most enchanting pictures of a lifetime. Sunset at sea has awakened the lyre of many a poet, and inspired the pencil of many a painter; but neither pen nor pencil can give an adequate picture of the beauties of a sunrise as viewed from the summit of Mount Washington. 'At early dawn the inmates of the house are roused, and such as choose arise and dress, and take their position on the platform east of the building, to watch for the first appearance of the 'golden orb of day.' Beneath you the valleys are still in slumber, and a deep gloom is spread over all, in sharp contrast with the light of dawn which already illuminates the mountain peaks around you. Banks of mist here and there indicate the location of bodies of water, and possibly overhanging clouds may partially hide some of the mountain summits from view. All eyes are turned expectantly toward the east, which is beginning to show a faint rosy tinge, deepening every moment till it reaches a crimson or perhaps a golden hue, a fitting couch from which the brilliant day king is about to spring forth upon his glorious reign. Suddenly one point in the eastern horizon grows more intensely bright than all the rest, and the disc of the sun is then discernible, quickly increasing in proportions until the broad face of the great luminary so dazzles the eye as to compel a withdrawal of the gaze."

"Looking then into the valleys below, the effect is transcendently beautiful. While the spectator is bathed in the full golden sunshine, the somber shadows are just beginning to fit away, presenting in the strongest possible manner the contrasts of light and shade; and not until some minutes have elapsed, does the new-born day reach down into the deepest valleys to drive forth the lingering remnants of night."

From the Glen House, delightful trips may be made by stage, or by stage and rail, to all the mountain resorts. Over the mountain by carriage to the summit, and down the other side by rail to Fabyans, thence through the Crawford Notch to Glen Station, and to the Glen House by stage; or, from Fabyans the tourist may continue to the Franconia Notch by rail, returning by a variety of routes, full particulars of which will be furnished at the hotel.



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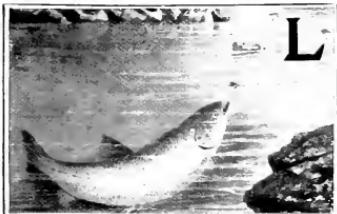
COALS,

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THE RANGELEY LAKES.

THE FISHING AND HUNTING RESORT OF THE AMERICAN CONTINENT.



THE RISE.

L

YING to the north of the Grand Trunk Railway as it passes through Maine, at a distance of from twenty to forty miles, deep amid the forests and surrounded by mountains whose peaks rise to a height of from 3000 to 5000 feet above the sea, are the famous fishing and hunting grounds of the Rangeley Lakes district, also known as the Androscoggin Lakes. This delightful spot is the home of the brook trout, the deer, the caribou, with a plentiful sprinkling of "blueberries, bears and vines." As yet the hand of civilization has not encroached upon, and for many years to come will not mar, the original beauty of this almost unbroken wilderness, famous for its beautiful lakes, its sparkling streams, its forest solitudes, and its grand and majestic mountain views.

There is not space herein to go very much into detail; suffice it to say, that Captain Chas. A. J. Farrar, Jamaica Plain, Mass., the well-known author of various volumes on the lake and forest regions of Maine and New Hampshire, has, among other publications, issued a book entitled "*The Androscoggin Lakes, Illustrated,*" which goes into complete detail, and from which publication much of the information herein contained is extracted.

The chain of lakes, known collectively as the Androscoggin or Rangeley Lakes, lies near the western boundary of Maine, and within easy access of the Grand Trunk Railway. They are reached from four different points on that road, namely:

By way of North Stratford, N. H., thence Upper Coos Railroad to Colebrook, and stage from Colebrook through the Dixville Notch to Errol Dam, the steamboat landing for boats plying on Umbagog Lake.

By way of Berlin Falls, N. H., and thence stage line to Errol Dam.

By way of Bethel, Me., thence Androscoggin Lakes Transportation Company (stage) to Lakeside, Cambridge, N. H., foot of Umbagog Lake.

By way of Bryant's Pond, Maine, thence stage line to Andover, and buckboard to South Arm, at the foot of Lake Welokenebacook (Lower Richardson Lake). Or by buckboard (private conveyance) to Lakeside, Cambridge, N. H., foot of Umbagog Lake.

The journeys from the railway station, via stage, are through the most delightful and romantic country imaginable. They are not tedious in length, occupying about six hours, just sufficient so that one never tires of the ever-changing scenery.

The Rangeley Lakes are known severally as Oquossoc, Cupsuptic, Moosehemagantic, Molechunkamunk, Welokenebacook, and Umbagog. These six lakes are all connected by narrows or streams forming one continuous water communication of something over fifty miles in length. A little of the country around a portion of Lake Umbagog, also a small strip of land along the valley of the Magalloway River, is partially cleared up, and some farms have been started, but all the rest of the country in the lake region is an unbroken wilderness, known only to the angler, the hunter, the tourist and the lumberman. Game and fish in abundance are found throughout all the district, and the number of fishermen, sportsmen and adventurous tourists, who penetrate these rugged wilds in summer, is every year on the increase. This state of affairs has been brought about largely by the enterprise and energy of the Androscoggin Lakes Transportation Company, whose efforts in the direction of providing

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MONTRÉAL.

transportation from lake to lake and from stream to stream, as well as the erection and management of numerous hotels and resorts in the lake region, has made it possible and practical to undertake either a brief tour or an extended summer vacation in this charming lake and mountain wilderness, without encountering hardships of any nature.

Nowhere in this country will the "camper-out" find a more convenient or delightful spot than the Androscoggin (Rangeley) Lakes region. Here are always to be found four of the indispensable requisites of tent life, namely, good, clear water, plenty of firewood, and abundance of game and fish. The cozy little nooks and charming spots on the shores of the lakes and the banks of the streams, each and all command some picturesque view, and are just the ideal spot for a tent in the wilderness. Those who do not wish to "camp out" will find it possibly better to their tastes to stop at the hotels and camps about the lakes, pay \$2.00 to \$2.50 per day for board, and be sure of a comfortable bed at night, and a roof over their head in a storm. The accommodations at one of these camps in the wilderness are so different from what is met with at home, as to afford a novelty quite equal, perhaps, to tent life with none of its drawbacks.

The most delightful time for all classes of travelers to visit the lake region is any time after the 15th of July, as by that time the black flies and mosquitoes, which occasionally are to be found in this region early in the season, as a rule have disappeared. Anglers, however, who wish to avail themselves of the spring fishing, can usually obtain from two to three weeks' fishing in May before the troublesome insects make their appearance. As the lakes are situated on an average of about 1500 feet above the level of the sea and entirely surrounded by mountains, the air is sharp and bracing, and visitors should not forget that warm flannels and extra wraps are a decided luxury that should not be overlooked among the baggage.

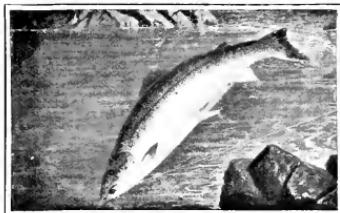
The main object of this chapter is to draw the attention of the angler and the sportsman, but it must not be understood that only the lover of the rod and gun can find increased enjoyment and renewed health here. While it is not to be expected that all who cast a fly in these delightful waters are sure to land a ten-pound brook trout, the following extracts from authenticated records of brook trout killed by rod and line in these waters are quoted:—

At Upper Dam, Messrs. N. Frank Marble and Frank Fallon, of Boston, on the 29th of September, 1880, killed with rod and line, a spotted brook trout that weighed exactly eleven pounds. This fish was twenty-seven and one-quarter inches in length, depth eight inches, width three inches. It was sent on the same day to Bradford & Anthony, of Boston, for exhibition, was afterwards purchased and presented to Prof. Spencer F. Baird, of the Smithsonian Institute, Washington, D. C., and there cast in plaster. This particular trout was seen some ten days before he was captured, and his mate, a female, was taken about a week before him, weighing eight and one-half pounds. A life-like oil painting of this fish, the property of Captain Chas. A. J. Farrar, was on exhibition last season at the Chicago City Office of the Chicago & Grand Trunk Railway, 103 South Clark Street, and was seen and admired by many.

In June, 1881, E. A. Samuels, of Boston, landed seven trout at Middle Dam that weighed thirty-six and one-half pounds, a trifle over five pounds each.

That the fishing of some of the ladies who visit the Androscoggin Lakes will compare favorably with that of the gentlemen, is proven by the fact that on the first day of June, 1886, Mrs. C. F. Cheney, of New London, Conn., who was stopping at the Angler's Retreat, Middle Dam, caught a spotted brook trout that weighed six pounds, the length of the fish being twenty-two and one-half inches.

Mr. C. P. Stevens, of Boston, Mass., a yearly visitor to the Androscoggin Lakes, and who generally divides his time between the Middle Dam and the Narrows, took on his trip, in 1884, forty-five trout, the largest weighing six pounds and four ounces, and the average of the entire catch being three pounds each. On his trip in 1885, Mr. Stevens captured forty-two trout, the largest weighing six pounds and ten ounces, and the average weight being a trifle under three pounds. In 1886 his catch was thirty-six trout, the largest weighing five pounds and twelve ounces, the average per fish being three pounds and five and one-half ounces. Not a bad record for three successive years.



THE STRIKE.

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| * | * | * | * | * | * | * | * | * |
| ‡ | Existing Assurance, | \$102,630,000 | | | | | | |
| ‡ | Invested Funds, | 35,730,000 | | | | | | |
| ‡ | Annual Income, | 4,744,750 | | | | | | |
| ‡ | Bonus Distributed, | 22,000,000 | | | | | | |
| ‡ | Investments in Canada, | 5,000,000 | | | | | | |

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| Fire Funds | \$13,112,191.82 |
| Life Funds | 32,574,677.41 |
| Income Fire Department | 6,635,001.51 |
| Income Life Department | 2,608,768.33 |
| Invested in Canada | 3,390,915.86 |

Head Office for Canada,

MONTREAL.

THOMAS DAVIDSON, Managing Director.

T. B. Stewart, Esq., of New York City, who usually spends a few weeks of each summer at the Androscoggin Lakes during his fishing trip of September, 1883, took in one day, one trout weighing four pounds, two weighing five pounds each, one of seven pounds, and one of eight pounds. On the 29th of the same month, he accomplished a remarkable feat. He was fishing in the rapids below the Upper Dam, with a six-ounce rod with two flies, both known as the "silver doctor." Making a cast, he hooked two trout, and from the play of his rod knew they were both large ones. By the aid of the guide and rare good luck, he succeeded in netting and securing one of the trout shortly after being hooked. The other fish, after an hour and a half of hard labor, was also netted and landed. One of these fish weighed exactly eight, and the other eight and one-quarter pounds, making sixteen and one-quarter pounds of trout caught at one time on a six-ounce rod.

To show that there are still big trout left in these waters, the very last season, June, 1889, Mr. F. B. Hempsted, of New London, Conn., while stopping at Anglers' Retreat, Middle Dam, caught three eight-pound trout, Mr. Sawtelle, of Lowell, Mass., a land-locked salmon, weighing seven pounds, and Mr. R. N. Parish, of Montville, Conn., several trout, exceeding in weight any of the other fish mentioned in this paragraph, thereby winning the prize offered by the *American Angler Publishing Co.*, of New York City, a handsome and valuable split bamboo fishing rod, for the best catch of trout *made anywhere in the United States*.

And so the list might go on, and fill page after page of authenticated records of wonderful catches of brook trout and land-locked salmon in these lakes and tributary streams. The stock in the lakes is kept up by artificial hatching, and during the last two years about one million trout have been turned into these waters, besides some fifty thousand land-locked salmon, which latter fish, by the way, are beginning to be taken in considerable quantities, the fish running from one to seven pounds.

There is not space to attempt a description of the different routes by stage from the Grand Trunk Railway stations to the lakes, but a brief outline of the journey from Bethel will, perhaps, fairly illustrate the others, it being remembered, however, that each route has its own peculiar and particular attractions.

The ride from Bethel to Lakeside Hotel, Cambridge, at the foot of Umbagog Lake, is one of the finest in New England, and every tourist and angler who makes the trip is delighted with it. Directly after leaving Bethel, is obtained a splendid view of the meadows and intervals, that lie along the Androscoggin River, the whole hemmed in by hundreds of mountains, towering loftily in every direction. The meadows of Bethel are incomparable; and toward the close of a clear summer's day, when the mellow sunlight falls slanting upon the waving grass, casting long shadows from the graceful elms with which the vales are dotted, and the eye traces northward the narrowing line of mountains following the course of the silvery Androscoggin, and catches the clear-cut and well defined edges of the Presidential Range of the White Mountains, sweeping across and closing up the vista, it is impossible to conceive anywhere in the world a picture that will more strongly appeal to an artist's love of the beautiful. A short distance beyond the railroad bridge, away to the left, the best view of Mount Washington from the road is to be obtained. From thence the carriage road follows the Androscoggin River for a considerable distance. After leaving the valley of the Androscoggin, the horses turn sharply to the northward, and passing through the village of Newry Corner, follow up Bear River, a wild and noisy stream that comes tearing down through a narrow and picturesque valley. On the west, Sunday River White Cap towers skyward, a bare-topped peak of commanding prominence.

For the next five miles you catch frequent glimpses of the river to your left, and gaze with veneration on the mountains that cluster about the Notch, and the wonder is, how are you to get through them, for the pass is so narrow it is impossible to discern its existence. Several of these mountains will compare favorably in height with those of the White Mountain range, as they reach an altitude of about 5,000 feet, and upon their bleak summits no vegetation but mosses exists.

The road still forces its way through the narrow valley, and it is a constant struggle between the road and the river on one side and the mountains on the other, as to which shall obtain the



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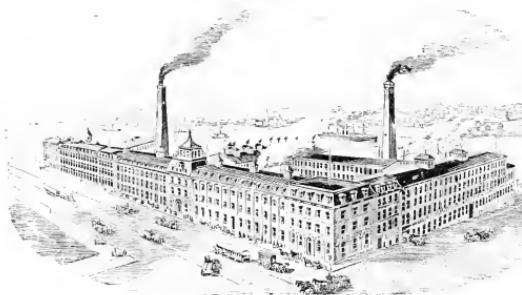
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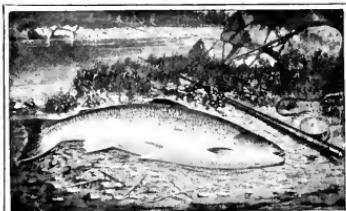
mastery of the valley. A guide-board, standing at a sharp turn in the road, marks the fact that you are eleven miles from the Bethel depot. A short distance beyond here, on the left side of the bank of the Bear River, is something of a curiosity known as the Devil's Horseshoe. It is an impression of a horseshoe, perfect in form, worn deep into the solid ledge. It is immense in size, and would cover the head of a flour barrel. Near here are heavy rapids, known as Horseshoe Falls.

Within a few miles of the Notch is a veritable curiosity known as "Screw-Augur Falls." It is but a few paces from the road, on the left-hand side, and well worth a visit. An enormous granite ledge fills the whole bottom of the gorge. Through this the stream has worn a large spiral channel, in shape not unlike a large auger, and hence its name. This canyon, as one may appropriately term it, is about one hundred feet in length, and so narrow at some points that one may leap across it. Its greatest depth cannot be far from seventy feet, and the sides are as smooth as polished marble. It is in such places as this that one gets some idea of the vast power of water, and the centuries required to do the work that is yet going on.

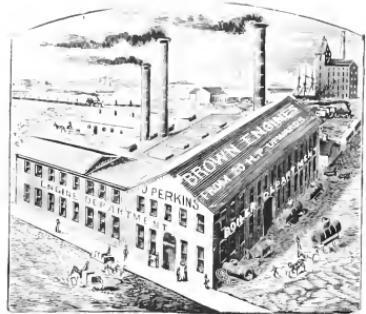
A short distance beyond the falls there is another curiosity close beside the road, known locally as the "Jail." It is an abyss, semi-circular in shape, the sides being smooth and of great height, a place into which one may fall easily, but experience much difficulty in getting out. About a mile beyond this, Grafton Notch is reached, which has already become famous in the annals of tourists. Entering the Notch, the forest sweeps down on both sides, while the stream murmurs faintly far below on the right. You are completely surround'd by the grand old woods,

and the view for several miles is limited to a few rods of the road, except occasionally as you swing around a sharp curve, when a bit of the mountain high above your head is discerned for a moment, and is then obscured by the mantle of green. In the narrowest part of the Notch you find Bear River dwindled to a noisy brook, that rushes and roars hoarsely along the ravine. At one point the road passes between two immense boulders, called the Twin Rocks, there being just room enough for a team to pass through. A little further on, and a short distance from the road to the right, is another wonderful exhibition of the wear of water through solid rock. It is known as Moose Cave. As a curiosity it is a worthy companion to Screw-Augur Falls. A mile beyond the cave the road leaves the Notch, disclosing a heavily wooded country, with mountains in all directions. A few miles from the Notch, the road, continuing to climb upward, reaches the top of a high plateau from which you catch the first glimpses of the Androscoggin (Rangeley) Lake system. As you turn to the left towards Lake Umbagog, you pass, on the right, a road that crosses the mountains from Andover, and those who come into the lakes by way of Andover to Umbagog Lake, would from thence onward journey over the same road above chosen. A short distance from the junction of these roads you pass Upton postoffice, and continuing straight on, a drive of a mile and a half down a long hill, from which is obtained fine views of the lake, brings you to the Lakeside, a new hotel, charmingly located at Cambridge, N. H., at the foot of Umbagog Lake. This house sits on a terrace directly in front of the lake and but a short distance from it. Back of the house the land rises gradually, until, at a distance of a mile, the hill has become a mountain. A large part of the lake is seen sweeping away to the northward, entirely surrounded with high mountains, covered with a thick forest growth. In all directions the view is beautiful, and sitting on high land, as the hotel does, it is always exposed to the breezes, and is cool the hottest days in summer, while flies and mosquitoes, for the same reason, are seldom troublesome visitors. From Lakeside all points on the lake system are reached by means of the Androscoggin Lakes Transportation Company's steamers and stages.

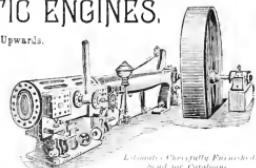
Lying beyond and northward of the Androscoggin Lakes, and almost in an unbroken wilderness, is situated Parmachenee Lake, and is reached either by way of Lakeside, Cambridge, or Errol Dam. From these points the steamers of the Androscoggin Lakes Transportation Company carry the passengers up the Magalloway River to the "Lower Landing," so-called, whence a buckboard road leads nearly to the base of Mount Aziscohos, from whence a good path enables one to climb to the summit. This is the finest mountain in all the Rangeley country, whose outspread panorama it commands with superb effect. On the right, also, lies Aziscohos Falls, being six miles from the Brown farm (Berlin Mills



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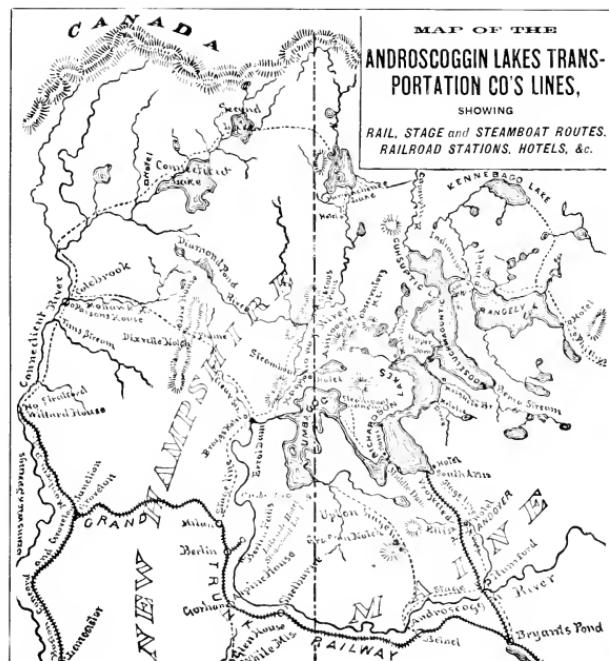


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TORONTO.

County), and at the upper end of these rapids the second section of the steam-navigation begins, and the swift, narrow and tortuous Magalloway River is ascended for fifteen miles further to the Lower Mettalak Pond. Thence for twelve miles above this point the river traverses a succession of rich meadows, and may be ascended by boats or canoes to the Forks. Then comes a portage path of four miles, leading to Parmachenee Lake, situated solitary among the ver' bare-clad hills, whose only inhabitants are bears and deer, and the smaller children of the forest. The public house is called Camp Caribon, and stands on a romantic island near the head of the lake. Here sportsmen spend weeks of every summer, 2,500 feet above the sea, and surrounded by the charms of nature in her wildest mood. No human home appears on all the score of miles around the placid lake. Its immense altitude above the sea gives an added virtue to the air. The vicinity of Parmachenee is enriched by many excellent fishing grounds. Beaver Pond, Sunday Pond, Moose Brook, Little Boy's Falls, and others. There are snug little huts for fishermen near several of these localities. The chief objects in the natural scenery of the lake are the immense mountains rising directly from or in close proximity to its clear and sparkling surface. Glimpses are also gained of Magalloway takes its rise.



the untrodden Boundary Mountains, among whose southern slopes the

Seekers for more detailed and definite information, by communicating with CAPT. CHARLES A. J. FARRAR, Jamaica Plains, Mass., will be sure to receive all desirable information concerning this "paradise in the wilderness."

The "open" or legal season for the taking and killing of the undermentioned fish and game, in the States of Maine and New Hampshire, is as follows:—

FISH.

Salmon., April 1 to September 15, Maine.
Brook Trout.—May 1 to October 1, Maine and New Hampshire.

Salmon Trout or Lake Trout.—May 1, to October 1, Maine; January 1 to October 1, New Hampshire.
Land-Locked Salmon.—May 1 to October 1, Maine and New Hampshire.

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Muscatine and Grayling.—June 1 to April 1, New Hampshire.

The taking of fish except by hook and line is prohibited.

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Ducks.—September 1 to March 31, Maine; September 1 to April 30, New Hampshire.

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HE "Adirondack District" is a term applied to a tract of country having for its general boundaries the St. Lawrence River on the north, Lakes Champlain and George on the east, the Mohawk River on the south, and the Black River on the west. The encroachments of civilization have so trench upon these boundaries, that the "Wilderness," so called, comprises only the central, unsettled and uncultivated portion of this tract, almost in its primeval state, with a border of settled country on all sides. The limits of this work forbids an extended description of this region, which even now is only partially explored. Indeed, one of its chief delights consists in the new discoveries that the venturesome tourist may make in his search for the game which abounds in its forests, or the fish which teem in its waters.

The peculiar character of the wilder portion of this region—a wilderness completely surrounded by civilization—is well set forth in the following extract from the Superintendent of the Adirondack Survey:

"In these remote sections, filled with rugged mountains, where unnamed waterfalls pour in snowy tresses from the dark, overhanging cliffs, the adventurous trapper or explorer may carry upon his back his blankets and a heavy stock of food. His rifle at times replenishes his well-husbanded provisions, and his ax aids him in constructing, from bark or bough, some temporary shelter from storm, or hews into logs the huge trees which form the fierce, roaring, comfortable fire of the camp. Yet,



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though the woodman may pass his lifetime in some section of the wilderness, it is still a mystery to him. . . . It is a peculiar region; for though the geographical center of the wilderness may be readily and easily reached in the light, canoe-like boats of the guides, by lakes and rivers, which form a labyrinth of passages for boats, the core or rather cores of this wilderness extend on either hand from these broad avenues of water, and in their interior, spots remain to-day as untrdden by man, and as unknown and wild as when the Indian paddled his birchen boat upon those streams and lakes. Amid these mountain solitudes are places where, in all probability, the foot of man never trod."

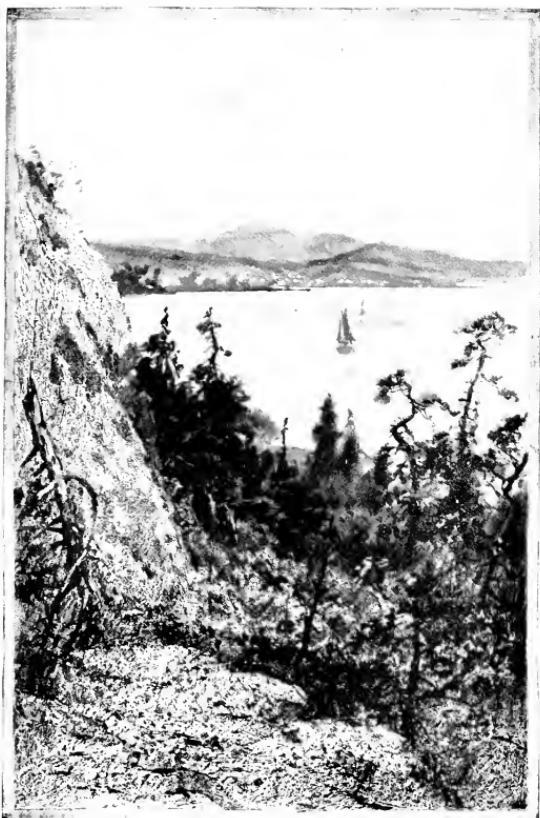
To the lover of curious scenery the Adirondacks present great variety. The region abounds in lakes, large and small, surrounded by mountains, or embowered in forests, and the rivers which find their way between the mountains seem, in some places, to have cut their way through, leaving the sheer precipices on either hand to mark their pathway. A notable example of this is seen in the celebrated Ausable Chasm, not far from where the river flows into Lake Champlain. The galleries, caves, and castellated columns, are a study for the geologist and a source of delight to the curious, and several hours may be pleasantly spent in its exploration.

Upper Ausable Pond, with its surrounding mountains, presents a scene of wild and picturesque beauty. The illustration given on preceding page is from a photograph, and the artist has caught the pond in one of its happiest moods. The view presents a specimen of the many pleasing combinations of lake and mountain scenery to be met with on every hand in this wonderful Adirondack country.

Lakes Champlain and George, bordering closely upon the eastern boundary of the Adirondack country, add much to the attractions of the locality as a summer resort, the whole constituting a happy combination of lake, mountain and river scenery, uniting a salubrious climate to fine opportunities for sport with rod, canoe, and gun. The facilities for camp life are unexcelled, and the balsamic atmosphere of the Adirondack woods is well known for its curative properties in cases of lung difficulty.

The lake vicinity, in addition to its scenic attractions, abounds in historic lore, and the names of Ticonderoga, Crown Point, and Fort William Henry, awaken an interest in the legends of the past, which to the historian, greatly heightens the pleasure of a visit.

Toward the southern extremity of Lake Champlain, a cove juts in to the west shore, known as Bulwagga Bay. Near the bay there rises a lofty peak, which takes the same name. The view across



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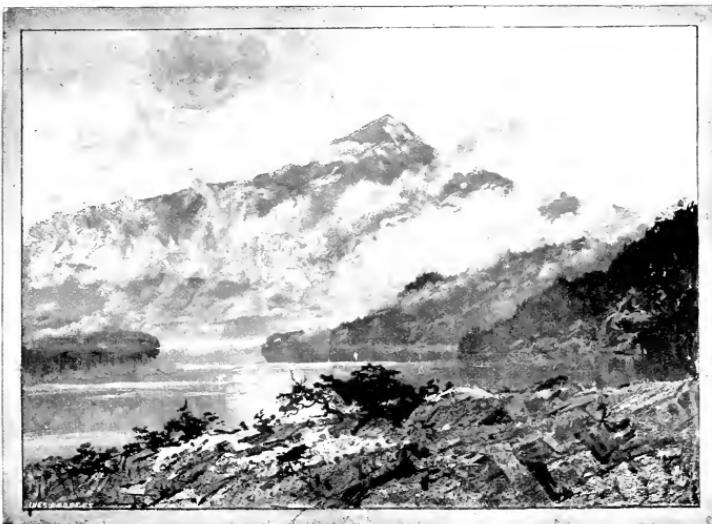
Montreal.

Scieries à Windsor Mills, P. Q.

the bay, with the mountains in the background, presents a pleasing picture, as shown in the illustration, which is but a single gem from among the hundreds which sparkle in this region.

In the very heart of the Adirondack region, a beautiful body of water, known as Lake Placid, has become very popular as a summer resort. An enthusiastic admirer gives the following description:

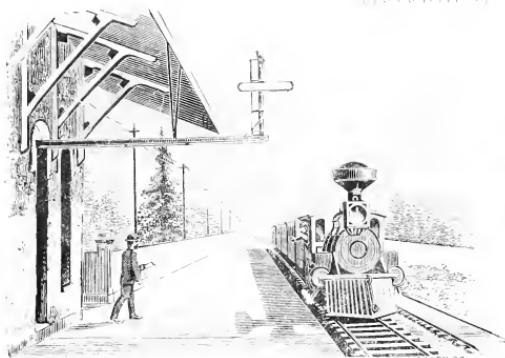
"From the piazza of one of the cottages or hotels on the borders of Lake Placid, or of Mirror Lake, there is spread before the vision a picture of mountain and lake scenery which is unhesitatingly pronounced by travelers to be unrivaled by any similar view in the world. To the south, the great procession of peaks forming the main range are seen throughout their entire extent. At the observer's feet lies Lake Placid, so lovely in its outlines and so resplendent in its beauty that it gives life to the landscape. It is a liquid poem. It is the eye of the Adirondacks. It is heaven's own mirror; metaphor cannot exaggerate, nor figure add to it. To see it once is to see it forever. So beautiful, and apparently so near, you are surprised to learn that Lake Placid is so large. It sleeps like an infant beauty at the foot of White Face Mountain, and yet it is no infant. In shape it is a parabola



WHITE FACE MOUNTAIN, FROM LAKE PLACID, ADIRONDACK MOUNTAINS.

or horse-shoe, with as graceful a curve as is imaginable. Buck, Moose and Hawk Isles divide it longitudinally, contributing to its comely proportions, and mirroring themselves in its crystal waters. You can scarcely credit the statement that it is five miles long and over one mile wide, such a miniature does it appear in this great picture. Paradox Pond is a twin sister of Lake Placid, to which it is not only related by the ties of water or shall we say tides of water, but also by participation in a phenomenon which is inexplicable. A swift current flows from the lake into the pond for the space of three or four minutes, when, after an interval of about seven minutes, the current is reversed, and the water is discharged into the lake again. This mysterious action is of perpetual occurrence. Lifting its scarred and pointed summit 5,000 feet in the air, White Face stands guard over the eastern end of Lake Placid in solitary majesty. Isolated from its followers, its noble form is seen from base to apex clothed in virgin forests to within a half mile of the top, where fifty years ago a terrible avalanche swept down its western face, since which time it has been crowned and robed with grandeur. Its cone is so white that it appears to be snow capped, and this whiteness extends down its side as far as the monster slide sped. It might have been called Avalanche Mountain, but it is known by the simple name of White Face, which it honestly earned and modestly wears."

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Almost as widely known as the Adirondacks themselves is the name of Paul Smith, whose famous hostelry stands on the north side of the Lower St. Regis Lake, and accommodates about five hundred guests. Nearly thirty years ago he penetrated the wilderness, and erected a small house for the shelter of sportsmen. Year by year his business has increased, until it has reached its present proportions, and his place is one of the principal attractions of the Adirondack country. It is thus described by a visitor.

"Paul Smith's is a surprise to everybody; an astonishing mixture of fish and fashion, pianos and puppies, Brussels carpeting and cowhide boots. Surrounded by a dense forest: out of the way of all travel save that which is its own: near the best hunting and fishing grounds; a first-class watering-place hotel, with all the modern appliances, and a table that is seldom equaled in the best of city hotels, set right down in the midst of a howling wilderness."

The visitor to the Adirondack region will scarcely fail to include in his trip a longer or shorter stay among the lovely scenery of Lake Champlain and Lake George. These lie directly in the route between Montreal and New York; via the Delaware & Hudson line, which also brings the tourist within easy access to the Catskills and the upper Hudson region, made famous by the quaint legends preserved by Washington Irving. Lake Champlain is a long and narrow body of water, its extreme length being about one hundred and twenty-five miles, its width varying from a few rods to thirteen miles. Its waters abound in black bass, pickerel, perch and other fish, while its irregular shores furnish delightful camping place for those who wish to indulge in out-door life. Hotels and summer boarding places are sufficiently numerous to meet all demands, and the locality is therefore growing in popularity, as it justly deserves to do.

Lake George, while considerably smaller than Champlain, possesses many of the same characteristics. From its nearness to Saratoga Springs, it furnishes an outlying retreat from the gayeties of that fashionable resort, many summer visitors spending their time alternately between the two localities.

The lake is about thirty-four miles in length, and its surface is thickly dotted with islands, which, combined with its irregular shores andutting peninsulas, apparently breaks the lake into a chain of four or five smaller lakes, and presents a great diversity of scenery. Forts George and William Henry, or what remains of them, are an answer to the European who complained of America that it "has no ruins," and to the antiquarian these possess much interest, reviving the memories and traditions of the "French and Indian War."

Hotels are numerous, many of them being elegant and fashionable in all their appointments, while the steamers of the Lake George Steamboat Company make frequent round trips, touching at all the landings.



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The Adirondacks are reached by several routes. Dealing first with the route of the Delaware & Hudson Railroad (to whose courtesy the publishers of this book are indebted for the really fine illustrations embellishing this chapter), the route is by way of Montreal; thence by trains of the D. & H., starting from the Bonaventure station of the Grand Trunk Railway, Montreal, by way of Rouse's Point and Plattsburg. This line also reaches the Catskill Mountain region, and forms a link in the route between Montreal and New York City.

A fine illustrated book of the Adirondacks, Lake Champlain, Lake George, Saratoga, and the resorts reached via the Delaware & Hudson Railroad, has been published by the passenger department of that company. It is called "*The D. & H.*" and a copy will be mailed free to any address, upon application to J. W. BURDICK, General Passenger Agent, Albany, N. Y.

There is also to be considered the route of the Central Vermont Railroad, whose trains also start from the Bonaventure station of the Grand Trunk Railway, Montreal, the route being via St. Albans and Burlington, or Fort Ticonderoga.

Then, again, there is the route of the Ogdensburg & Lake Champlain Division of the Central Vermont line, which connects with the trains of the Grand Trunk Railway, and the steamers of the Richelieu & Ontario Navigation Company, at Ogdensburg, N. Y. (opposite Prescott, Ont.), and whose route to and through the Adirondacks lies by way of Norwood (Massena Springs branch of the Rome, Watertown & Ogdensburg Railway). Leaving the line at Norwood, we come to Moira, twenty-two miles east, which is the junction of the Northern Adirondack Railway for Paul Smith's; thence on through Malone and Chateaugay to Rouse's Point and St. Albans, where the route joins the main line from Montreal for Burlington, Fort Ticonderoga, etc.

Eastward from the Adirondack System, and mostly within the State of Vermont, is some very beautiful and attractive summer-resort country, known usually as the Green Mountains, and which is reached by the Central Vermont Railroad System. It is very pleasantly described in a recent publication issued by that company, entitled "Green Mountain By Ways," a copy of which will be mailed free of charge to any person on application to S. W. CUMMINGS, General Passenger Agent Central Vermont Railroad, St. Albans, Vt. The publication also deals with the Adirondack region, Lake Champlain and Lake George, as also Fabyans and the resorts on the south and west sides of the White Mountain Chain, reached by way of Montpelier and Wells River in connection with the Central Vermont Line. The company runs sleeping cars in connection with the Grand Trunk, and Chicago & Grand Trunk Railways.

The original limits of this work are already exceeded, and many localities have received only a passing notice, which it would have been a pleasure to describe more fully. Others have necessarily been omitted altogether, as only the most noted and prominent could receive attention. We cannot forbear, however, in closing these pages, to call attention to the section of country reached by the Northern & Northwestern Division of the Grand Trunk System. The Midland and Northern Lakes, and the country adjacent, offer unusual attractions to the summer tourist, in the way of prolific hunting and fishing grounds, a delightful summer climate, good hotel and boarding-house accommodations, and excellent facilities for transportation. To the lover of scenery additional features of interest are presented in the diversity of landscape, and the ever-changing views afforded among the lakes and their multitudes of islands. The artist, as well as the sportsman, will find this a veritable "summer paradise." Full information as to these resorts, and also other points of interest reached by the Grand Trunk System, may be obtained from the Company's publications. The pamphlet, "Summer Resorts," which may be had of the Company's agents on application, gives complete information as to routes, rates of fare, hotels and boarding houses, and other matters of value to the summer tourist.

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